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# City of Westlake Village General Plan

and Integrated Environmental Impact Report

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PREPARED BY:

**ENVICOM CORPORATION**

Economics Research Associates

Greer and Company

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Urban and Regional Planning • Environmental Research

Land Use and Fiscal Economics

Circulation and Traffic Planning

Landscape/Hillside Management

Cultural Resources



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# INTRODUCTION

## THE GENERAL PLAN

The General Plan is a policy document designed to give long-range guidance to those making decisions affecting the character and future land uses of the City of Westlake Village. It represents the City's official statement regarding its physical development as well as its economic, social and environmental goals. The General Plan also acts to clarify and articulate the City's intentions with respect to the rights and expectations of the general public, property owners and prospective investors and business interests. Through the Plan, the City can inform these groups of its goals, policies and development standards, thereby communicating what is expected of the private sector to meet the objectives of the Plan.

## STATE REQUIREMENTS

California Planning and Zoning Law requires the City to adopt a general plan which addresses the following elements: land use, housing, circulation, conservation, open space, seismic safety, noise, scenic highways and safety. A recreation element is also required if the City intends to require funds or land for park purposes.

As defined by the State General Plan Guidelines, the nine mandated elements often overlap in subject matter and policy. To avoid potential redundancy and confusion, and provide a cohesive and consistent approach to issues, the Westlake Village General Plan has been organized by resource topic rather than the nine elements. The following table indicates the location of the nine mandated and optional recreational elements within the Plan's resource topics:

<u>Mandated and Optional Elements</u>	<u>Location in General Plan</u>
Land Use	Chapter One, Community Development
Circulation	Chapter Two, Infrastructure and Community Services
Housing	Chapter One, Community Development
Conservation	Chapter Three, Natural Resources
Open Space	Chapter Three, Natural Resources
Seismic Safety	Chapter Four, Hazards
Noise	Chapter Four, Hazards
Scenic Highways	Chapter Three, Natural Resources

Safety

Chapter Two, Infrastructure and  
Community Services

Chapter Four, Hazards

Recreation

Chapter Two, Infrastructure and  
Community Services

The State recommends that the short-term portions of the general plan be reviewed annually and revised as necessary to reflect the availability of new implementation tools, changes in funding sources, and the results of monitoring the effectiveness of past decisions. In fact, the City's planning agency is required to report annually to the legislative body on the status of the plan and progress made in its implementation. The housing element must be reviewed and updated at least every five years. The State also recommends that the entire plan be thoroughly reviewed at least every five years and revised as necessary to reflect new conditions, local attitudes and political realities. State law also permits required elements to be amended three times per year.

#### ENVIRONMENTAL ASSESSMENT

The adoption of a general plan constitutes a project under the California Environmental Quality Act (CEQA) and the State EIR Guidelines. The magnitude and complexity of potential effects associated with the plan's adoption require its evaluation through an environmental impact report (EIR). Although a general plan and an EIR on a general plan are legally distinct, they overlap extensively, as they must address many of the same concerns. Therefore, this Plan has been designed to integrate the elements of a general plan with the required EIR, which can be used as a master environmental assessment for the streamlined review of subsequent projects. Appendix A discusses in detail the environmental considerations required to be addressed by the EIR.

#### PREPARATION OF THE GENERAL PLAN AND PUBLIC PARTICIPATION

A 28-member Citizens Advisory Committee (CAC), composed of community residents and business representatives, was appointed by the Westlake Village City Council to assist the consultants in the preparation of the General Plan and act as an advisory committee to the City Council. Representatives from each of the City's neighborhoods were appointed as well as from various business and development interests in the City. Envicom Corporation, Economics Research Associates, Greer & Co. (Traffic Engineering), and POD, Inc. were retained by the City to structure, guide and provide technical input into the planning process. The CAC and consultants met on more than 20 occasions to review the General Plan's data base, evaluate land use alternatives and formulate policies and implementation measures.

Following completion of the draft General Plan, a brochure was distributed to all City property owners which included the proposed land use map, policies and implementation measures; a description of the general plan process; and a summary of development which could occur under the

General Plan. Subsequently, an informational meeting on the General Plan was held to which all interested members of the public were invited. This meeting was followed by numerous public hearings at the City Council.

## ORGANIZATION OF THE GENERAL PLAN DOCUMENT

The General Plan document has been organized by major resource topics and is divided into the following chapters and subject areas:

### Chapter One - Community Development

- Land Use
- Fiscal Resources
- Housing

### Chapter Two - Infrastructure and Community Services

- Circulation
- Utilities
- Institutional Facilities
- Public Safety
- Recreation

### Chapter Three - Natural Resources

- Biological Resources
- Visual Resources/Scenic Highways
- Open Space
- Watershed Areas
- Scarce Resources
- Air Quality

### Chapter Four - Hazards

- Geologic, Seismic and Flooding Hazards
- Fire Hazard
- Noise

Appendix A - Environmental Impact Report

Appendix B - References and Persons Consulted

Appendix C - Recreation Survey

## OVERVIEW OF THE CITY

The City of Westlake Village is located approximately 40 miles northwest of Los Angeles (see Figures 1 and 2) and contains 5.62 square miles. It is bounded by the City of Thousand Oaks on the northwest at the Los Angeles-Ventura County line, the City of Agoura Hills on the east and southeast, the Rancho El Conejo line in the southeast, and Decker Road on the west. Topographically, the City is bordered by El Conejo Hills to the north and the Santa Monica Mountains to the south. The Ventura Freeway (U.S. Highway 101) bisects the City. The 1980 Census estimated that 6,690 citizens resided within the City limits, living in 2,339 dwelling units, and having an average household income of \$42,468.

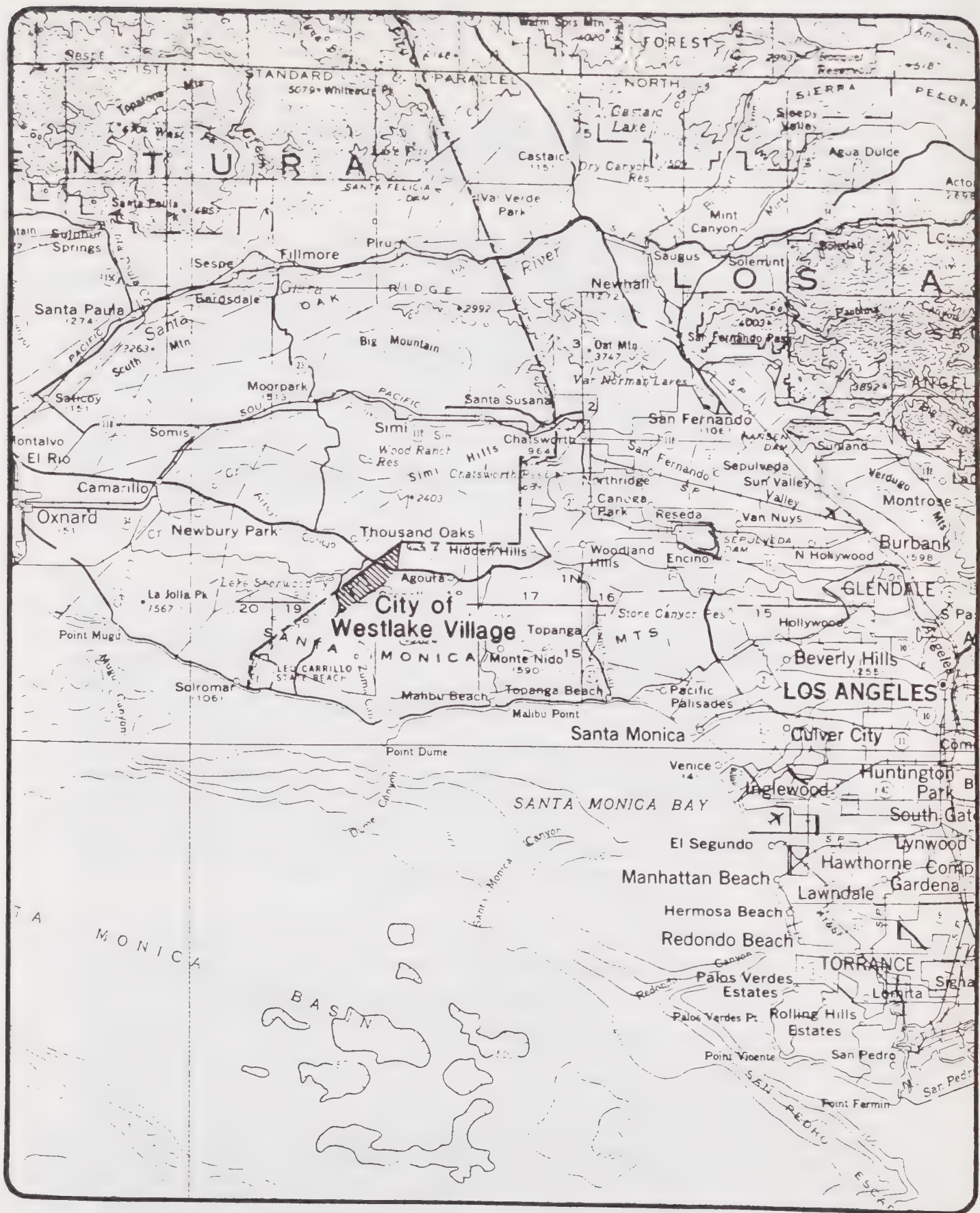
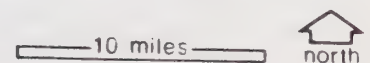
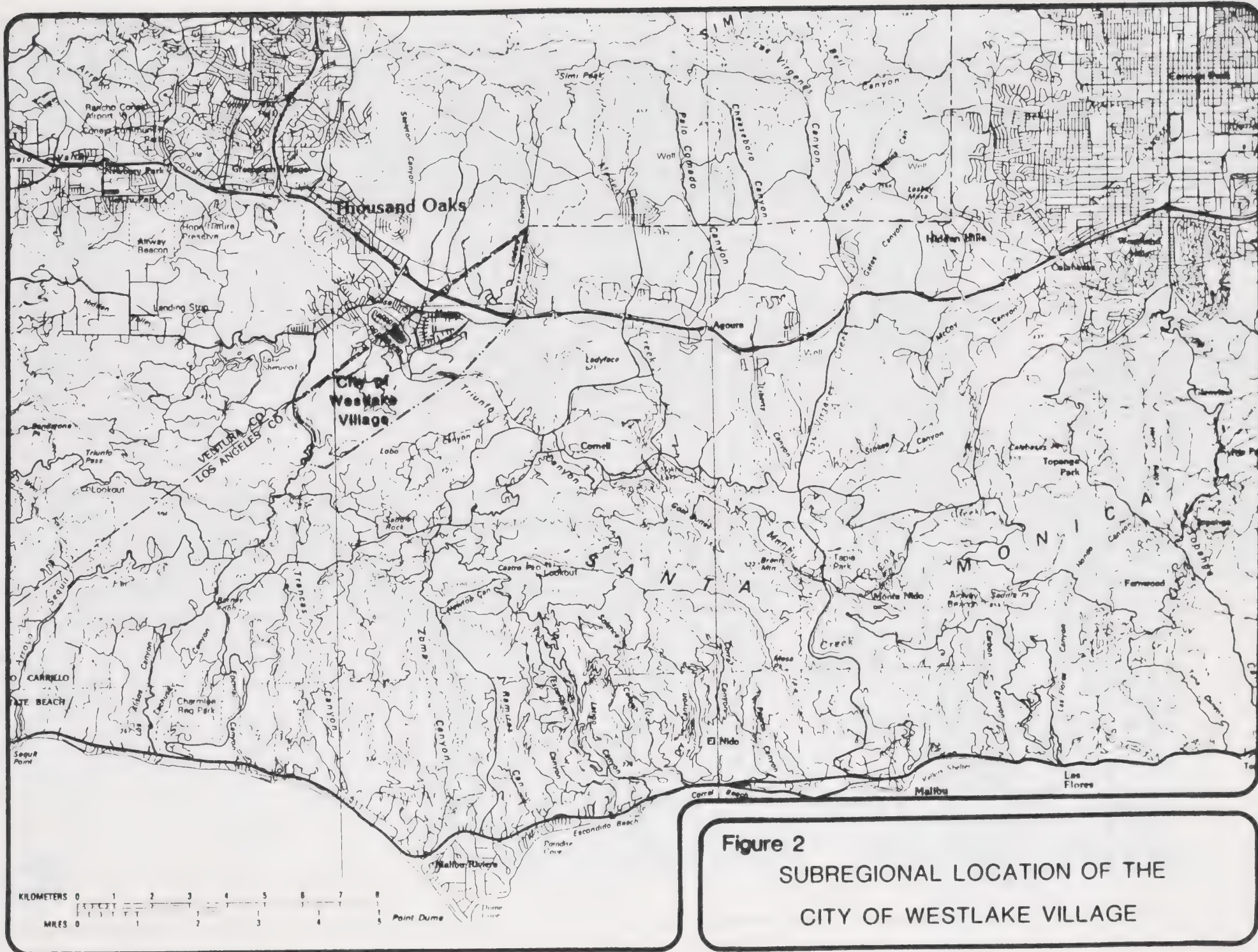


Figure 1

## REGIONAL LOCATION OF THE CITY OF WESTLAKE VILLAGE





The master planned nature of the community is responsible for such characteristics as a wide range of housing types, uniform design patterns, well-defined and broad-based industrial centers in business park settings, an efficient and attractively landscaped circulation system, neighborhoods with readily-identifiable boundaries, an 18-hole golf course and greenbelts which internally link residential developments.

#### AREA COVERED BY PLAN

The area covered by the Westlake Village General Plan is limited to that contained within the city limits (see Figure 3) and there is no defined larger "sphere of influence". As described above, most of the City is surrounded by the Cities of Thousand Oaks and Agoura Hills. The City has expressed no interest in annexing any of the adjacent unincorporated territory, which is mountainous and difficult to serve.





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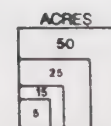
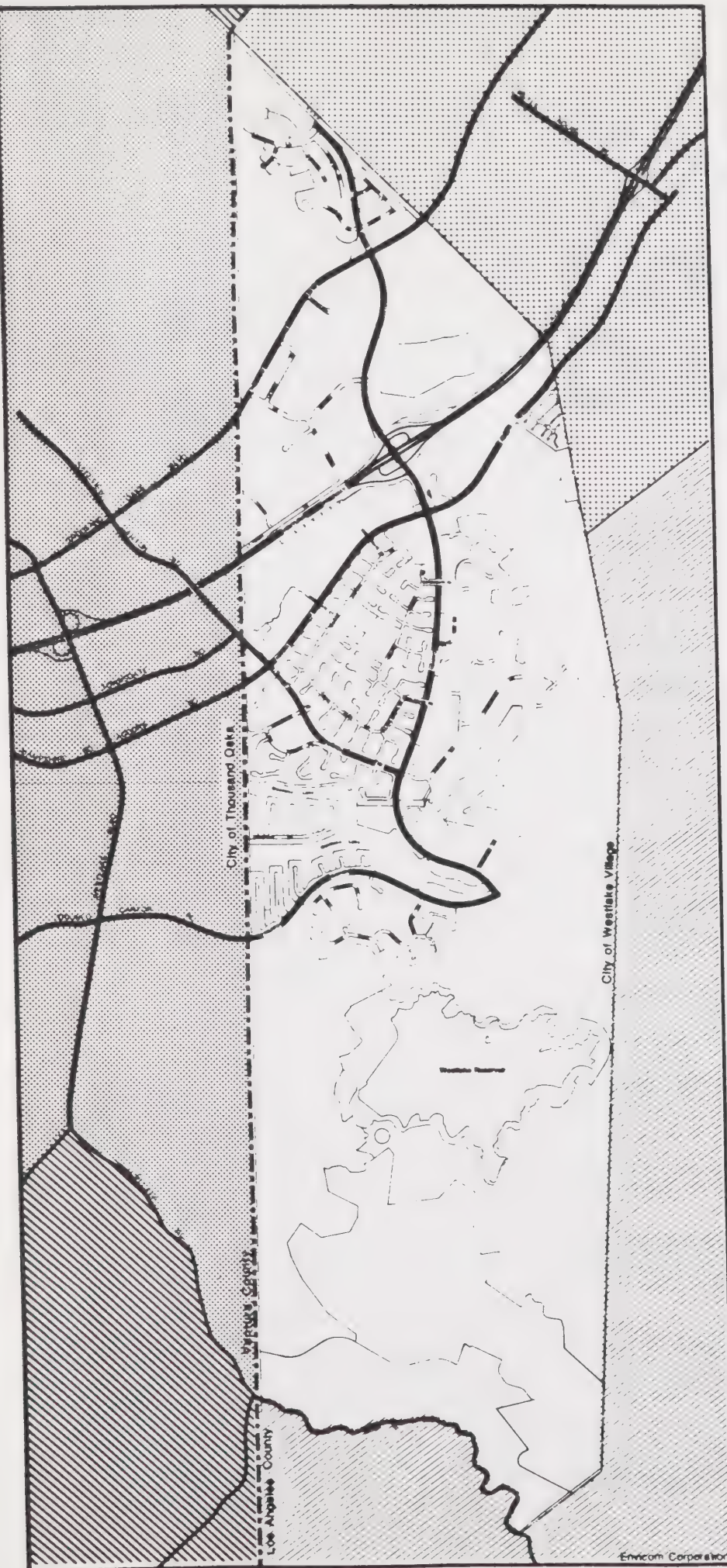
The economic and socio-demographic analysis presented in the General Plan is based on data compiled by the 1980 U.S. Census and the California Department of Finance (DOF). These data sources were selected due to the extensive and comprehensive nature of the information gathered by the census and the fact that the DOF's population figures are used to determine per capita distribution of State subventions. The preparation of supplemental studies or updated material was not deemed worthwhile, as no significant changes in the City's housing or population characteristics have been identified since the census was conducted.

The City is located within Census Tracts 8003.21 (north of U.S. 101) and 8003.22 (south of U.S. 101). Data for Tract 8003.22 is considered to be most representative of the City, as only 154 of the City's 2,339 dwelling units were located in Tract 8003.21 at the time of the Census. Further, only a relatively small number of the total dwelling units contained in Tract 8003.22 are located outside of the City's boundaries.

Figure 3

# **CITY OF WESTLAKE VILLAGE AND SURROUNDING JURISDICTIONS**

-  Ventura County
-  Los Angeles County
-  City of Agoura Hills
-  City of Thousand Oaks





# Chapter One

# Community Development

## GOALS

To provide a safe, stable and pleasant living environment for City residents.

To assure that economic and population growth proceed at a rate that can be sustained by available resources and that will not adversely affect the quality of life within the City or its physical environment.

To foster the development of a strong tax base.

To provide for the investigation and preservation of historic resources.

To fulfill the City's local housing needs and its share of regional housing needs to the maximum feasible extent.

To preserve the high quality of the City's existing housing stock and residential environment.



## CHAPTER ONE

### COMMUNITY DEVELOPMENT

This chapter addresses the manner in which development in the City will occur under the guidance of the General Plan. Recognizing that the same desirable characteristics which initially attracted residents to the community will continue to exist, and that therefore development pressures will also continue, the policies and implementation measures set forth in this chapter are directed at accommodating expected growth without adversely affecting the City's physical, economic and social resources.

The following topics are addressed in this chapter:

- Land Use
- Fiscal Resources
- Housing

The land use section synthesizes the issues, constraints and opportunities identified throughout the General Plan and translates them into policies and a land use plan. The following factors were considered in determining the ultimate distribution of land uses within the City:

- Capacity, sensitivity and hazards of natural environmental systems;
- Availability of developable land;
- Sufficiency of infrastructural services (water, sewer, energy, circulation);
- Adequacy of public service systems (police, fire, social and cultural);
- Provision of suitable housing;
- Ability of new development to compensate for the costs incurred by the City;
- Compatibility of new development with existing development patterns, intensities and structural types; and
- Maintenance of the quality of life.

The General Plan's land use map graphically depicts a land use designation for each parcel in the City. This designation signifies the general types of uses permitted on the property and the maximum number of residential units allowed, if applicable. Some areas of the City are also designated with one or more Resource Management Overlays, which require specific actions to protect significant resources.

The fiscal resources section of this chapter discusses the City's revenues and expenditures, the anticipated fiscal impact of future development and methods of ensuring that a balance of land uses produces a stable economic base.

The housing section evaluates the current and future housing needs of the City, identifies constraints on the provision of housing and establishes a program directed at supplying a broad range of housing types to serve all economic segments of the community.

## A. LAND USE

### 1. HISTORIC BACKGROUND

An intensive archival/background research program conducted for the area within the City limits indicated that over twenty-five cultural resources have been recorded in the City and within two miles of the City boundaries, including eight aboriginal sites located within the City itself. One of these sites is believed to have been the historic village of Hipuk, which was probably established around 500 A.D. near the former confluence of several streams near the center of the City. The site was eliminated by the construction of Westlake Lake. An earlier village located just west of the City was probably established more than 5,000 years ago and may be the oldest known village in the area.

The City is located on a portion of the former Albertson Ranch, whose cattle-grazing operation on the land ended in the mid 1960's, when construction of Westlake Village commenced. The ranch was a portion of the former El Conejo land grant, whose original boundary line forms the southern and eastern City limits. The area has historically been used for filming locations, as well.

American Hawaiian Company developed Westlake Village as a master-planned community, beginning in 1966, with development responsibilities subsequently passing to the Prudential Insurance Company. The community straddles the Los Angeles-Ventura County line (Figure 4), the Ventura County portion of which was incorporated as part of the City of Thousand Oaks in 1968. However, the buildout of the two halves has proceeded in a coordinated and interlinked manner, relatively indifferent to the corporate limit which separates them.

The City of Westlake Village was incorporated on December 11, 1981. Incorporation was supported by more than 80% of those voting on the issue. The primary reason for incorporation was to maintain the high quality of development within the City and to preserve the general pattern of land uses and design standards envisioned in the master plan. Sentiments towards formation of a City with physical limits based on the master plan were intensified by several attempts to include all or part of the City in incorporation movements initiated by the community of Agoura.

### 2. EXISTING DEVELOPMENT

Approximately 58% (2083.97 acres) of the City's 3596.89 total acres are presently developed or committed to a use (i.e., open space) (see Figure 5). A detailed tabulation of existing land uses by acres is presented in Table 1, and is summarized as follows:

	<u>Acres per Use</u>	<u>Percent of Total</u>
Open Space	997.27	48%
Residential	472.55	23%
Rights-of-Way	268.48	13%
Industrial	170.63	8%
Commercial	147.39	7%
Public/Semi-Public	67.45	1%

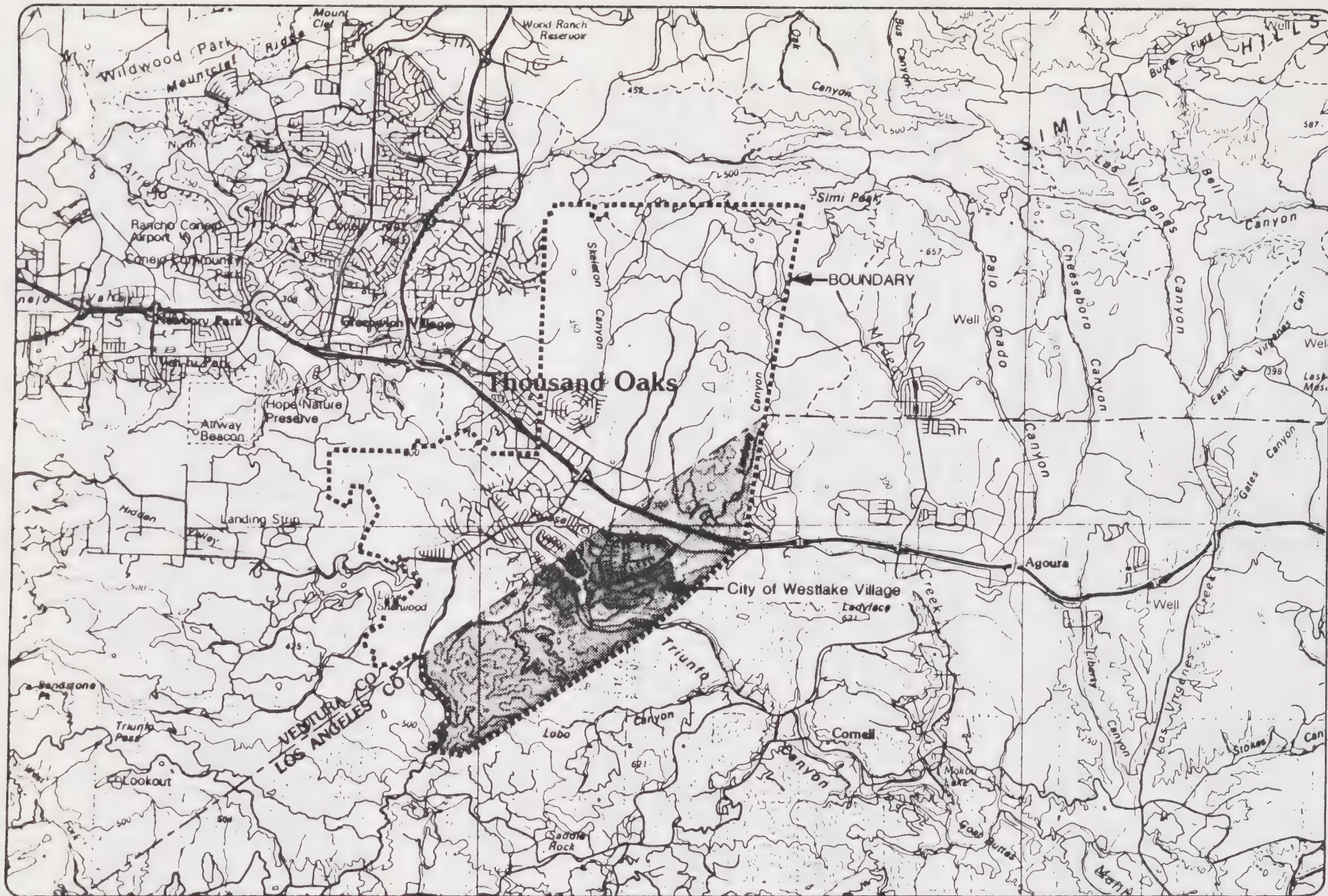


Figure 4






## Westlake Village Master Plan

..... MASTER PLAN  
BOUNDARY




Figure 5

## EXISTING LAND USES







### RESIDENTIAL

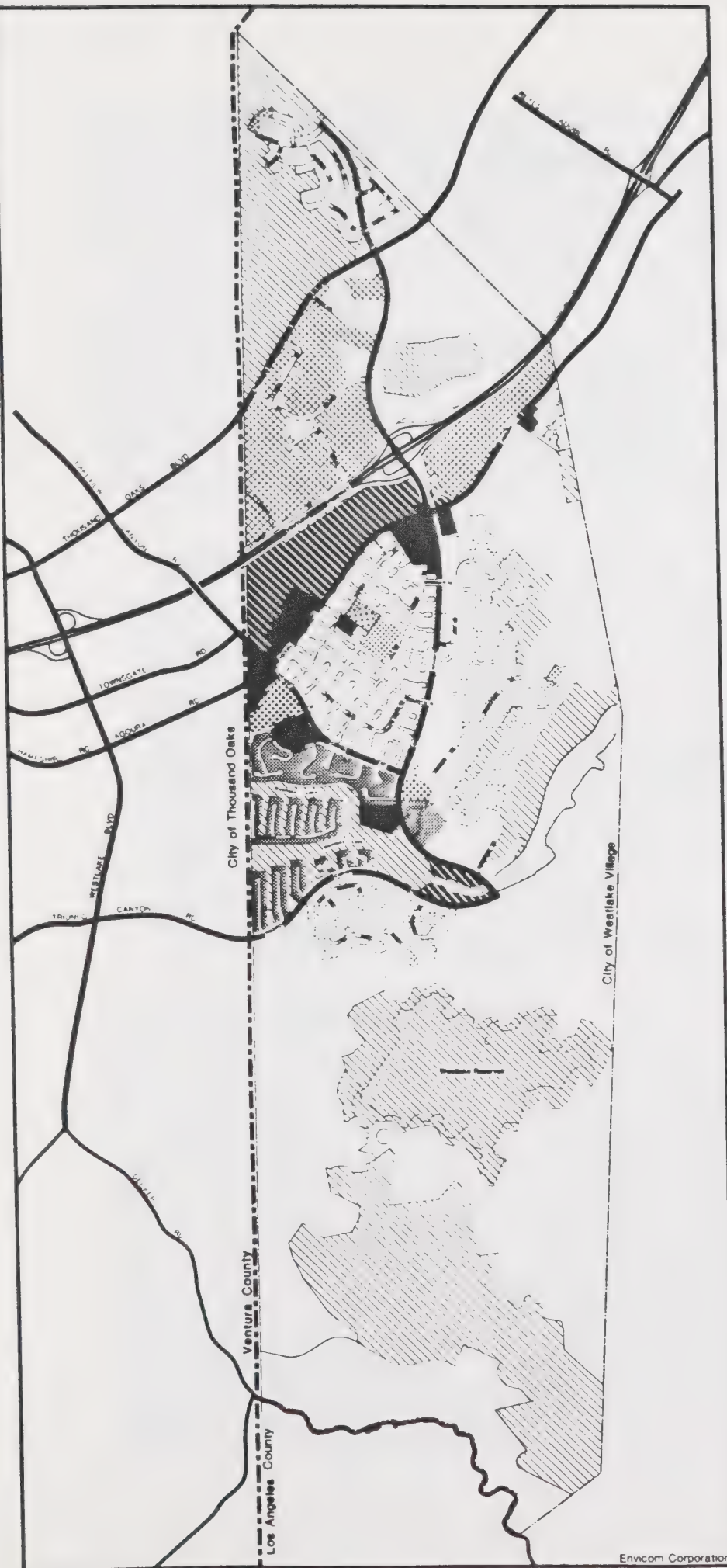
-  Low Density
-  Medium Density
-  Intermediate Density
-  High Density
-  Very High Density

### COMMERCIAL

-  General Commercial
-  Commercial Recreation
-  Business Park

### OTHER

-  Public
-  Institutional
-  Park
-  Cemetery
-  Open Space
-  Vacant



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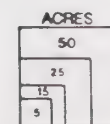


TABLE 1  
EXISTING LAND USES IN ACRES

<u>Open Space</u>	<u>997.27</u>
Dedicated Open Space	606.63
Water Bodies	317.20
Cemetery	39.80
Flood Hazard Areas	21.42
Parks	7.64
Restricted Use Areas	4.58
 <u>Residential</u>	 <u>472.55</u>
Single-family	374.64
Multi-family	77.91
Mobile Home Park	20.00
 <u>Rights-of-Way</u>	 <u>268.48</u>
Local Streets	216.13
Ventura Freeway	52.35
 <u>Industrial</u>	 <u>170.63</u>
 <u>Commercial</u>	 <u>147.39</u>
Recreational	97.65
General	24.89
Office	24.85
 <u>Public/Semi-Public</u>	 <u>27.65</u>
Religious	10.28
School	8.74
Hospital	6.52
Utilities	1.61
Fire Station	0.50
 <u>Total Committed Area</u>	 <u>2083.97 acres</u>

As is evident from the above, almost half of the City's developed and committed area is devoted to open space. Significant components of this area include a 342-acre parcel owned by the Las Virgenes Municipal Water District and located southeast of Westlake Reservoir, approximately 139 acres of dedicated open space north and west of Westlake Canyon Oaks, Westlake Lake, Westlake Reservoir and Valley Oaks Memorial Park.

### Residential Development

The City is divided into 14 neighborhoods which represent a broad mix of residential densities, ranging from lot sizes of almost two acres to developments of more than 23 dwelling units per acre. However, a Citywide average density of 5.65 dwelling units per acre creates an overall appearance of suburban, low-profile development. The 14 neighborhoods are characterized below and depicted on Figure 6.

<u>Neighborhood</u>	<u>Type of Housing</u>	<u>Approximate Density (units/acre)</u>
Westlake Canyon Oaks	Single-family detached	4.6 - 6.7 upa
First Neighborhood	Single-family detached	6.5 upa
West Park	Stacked flats	23.2 upa
The Colony	Townhome	8.9 upa
The Trails	Large-lot custom home	1.0 upa
Watergate	Single-family attached	10.6 upa
Lakeshore	Single-family attached	8.1 upa
Westlake Island	Single-family detached	7.0 upa
Summer Shore	Five-plex	8.9 upa
Southridge Trails	Large-lot custom home	2.9 upa
Oak Forest Estates	Mobile home	4.1 upa
Lake View Terrace	Zero lot-line	3.5 upa
Parkwood Estates	Single-family detached	3.6 upa
South Shore	Single-family detached	7.0 upa

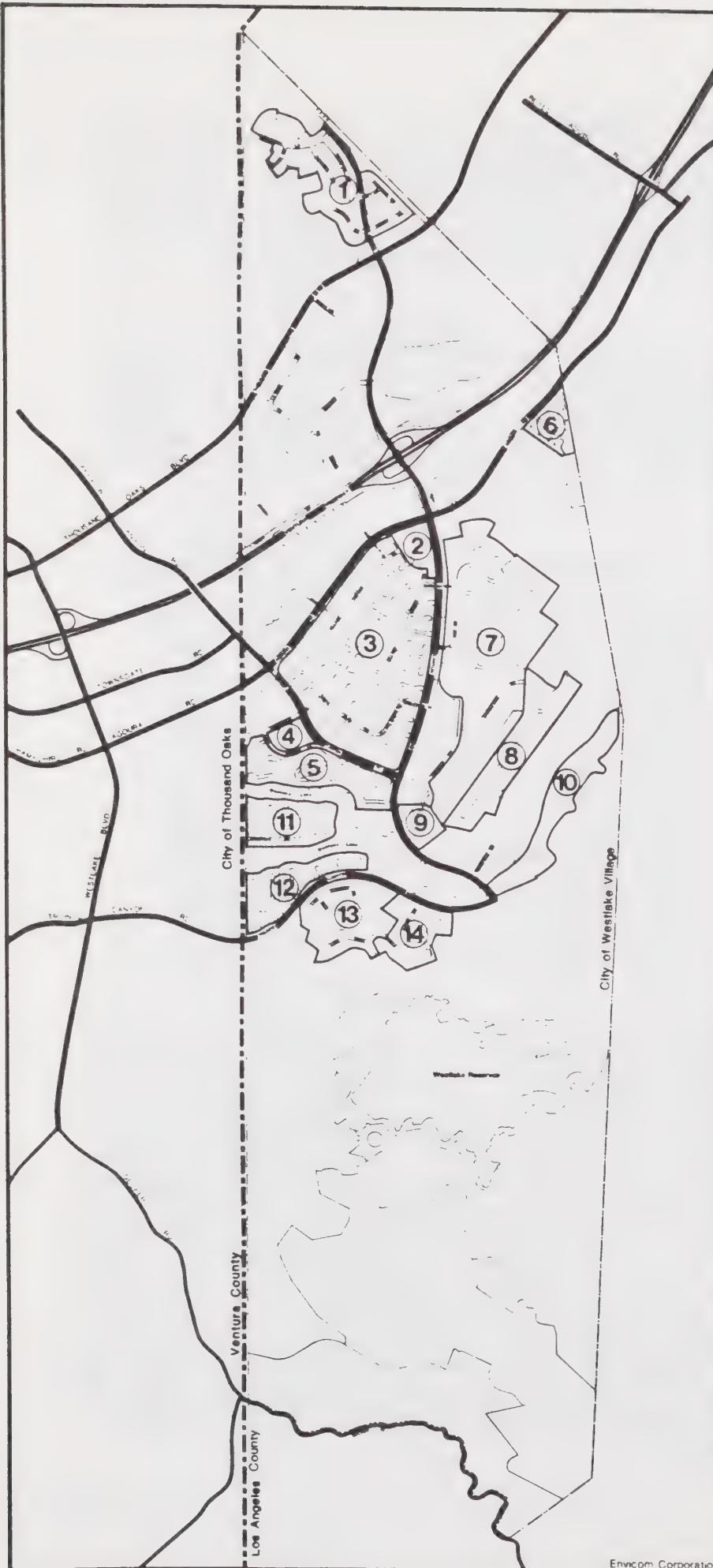
### Commercial/Industrial Development

Commercial development represents a small percentage of the City's developed acreage and is somewhat fragmented. Commercial centers are limited to the County Line Center (northwest corner of Agoura and Lakeview Canyon Roads) which contains neighborhood retail and service uses as well as two movie theaters, the Landing (north side of Lindero Canyon Road, adjacent to Westlake Lake) which sustains an extensive amount of office space and two restaurants, and the Village Center (Village Center Road), which supports a few retail and service businesses. The Westlake Inn complex, which consists of a 75-room hotel, restaurant and coffee shop, represents the only other commercial center within the City. Two service stations and two banks located outside of these centers complete the range of commercial uses, except for a few wholesale outlets located in the business park areas. Most of the commercial uses which serve the daily needs of City residents, such as grocery and department stores, are located in the City of Thousand Oaks and the Ventura County portion of the Westlake Village community.

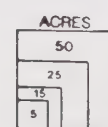
Figure 6

## NEIGHBORHOODS

1. Westlake Canyon Oaks
2. West Park
3. First Neighborhood
4. Watergate
5. Lakeshore
6. The Colony
7. The Trails
8. Southridge Trails
9. Summer Shores
10. Oak Forest Estates
11. Westlake Island
12. South Shores
13. Parkwood Estates
14. Lakeview Terrace



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The City includes approximately 25 acres of office use, of which State Farm Insurance, with 800 employees, comprises a large part. A medical office building is located adjacent to the hospital, and an additional 68,000 square feet of office space is located at the southeast corner of Agoura and Lindero Canyon Roads.

The acreage devoted to recreational commercial uses within the City represents double the amount given to general commercial and office uses. The greatest land user in this category is the Westlake Golf Course, with the remainder of the acreage taken up by tennis courts, riding stables and the marina.

Industrial and business park uses are centered north and south of the Ventura Freeway/Lindero Canyon Road interchange. Major users include Bunker Ramo Corporation and Burroughs Corporation, which employ 900 and 1,050 persons, respectively. Smaller firms are centered in business park settings in these areas.

#### Other Uses

Public and semi-public uses include Westlake Community Hospital, White Oak Elementary School, three churches and a fire station.

### **3. LAND USE ISSUES**

Many of the concerns confronting older Southern California communities are nonexistent within the City, due to its master-planned nature and recent development. Land uses have been sited to avoid potential incompatibility, architectural designs are integrated both within and between developments, noise and traffic levels are moderate, crime rates are low, open space areas are distributed throughout the City, existing uses are not in need of rehabilitation or redevelopment, and infrastructure has been designed to accommodate buildout of the community. However, the process through which the general plan was formulated led to the identification of several important land use issues facing the community and the adoption of policies to address them. Each of these issues is discussed below; related policies and implementation measures are set forth at the end of the chapter.

#### Natural Hazards

Areas of the City may be subject to liquefaction, expansive soils and/or flooding hazards. Prior to the development of these areas, appropriate studies must be made and mitigating measures incorporated into the project design. These concerns are addressed and discussed in detail in Chapter Four, Hazards.

#### Environmental Sensitivities

The undeveloped areas of the City support a wide array of native vegetation and an associated high diversity of native wildlife. With careful planning and sensitive development designs, these resources can be maintained in conjunction with urban growth (see Chapter Three, Natural Resources, for a detailed discussion).

### Land Use Compatibility

The type, intensity and design of future development must be regulated to insure its compatibility and integration with existing development.

### Community Appearance

One of the City's most attractive attributes is its suburban appearance, which is characterized by low-intensity uses and complementary building materials, styles and colors. Streets are landscaped and well maintained, as are the homes. The continued maintenance of existing uses and the enhancement of the community's appearance by future development must be assured.

### Hillside Development

Most of the City's level areas are already occupied by development; therefore, almost all of the City's residential growth will occur in areas characterized by sloping terrain which is often highly visible. Development of these areas must be managed through the application of site planning, grading, architectural, circulation and landscaping standards to preserve and maintain the hillsides' natural character and visual amenities, and to avoid some forms of hillside development which have occurred in the past and resulted in the significant alteration of highly visible ridgelines and hillsides.

### Cost of Public Services/Revenue Generation

Some types of development, particularly residential uses, do not generate high levels of revenue and may represent a long-term cost to the City. It is essential to balance new residential development with other revenue-generating uses. The cost-revenue impact of new development should be considered and that which bears its share of municipal costs or generates additional revenues should be encouraged.

### Expansion of City Limits

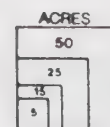
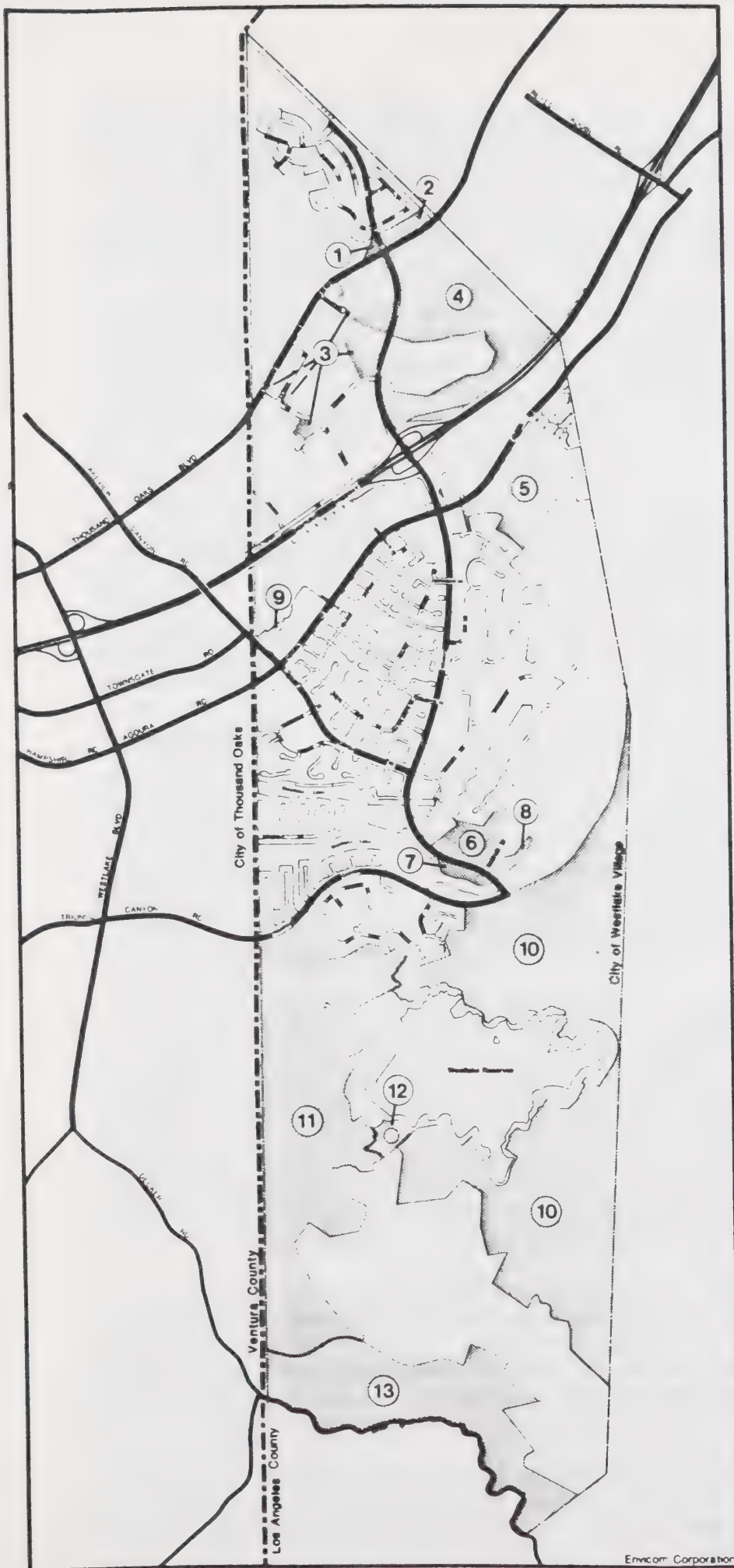
The City of Thousand Oaks adjoins the entire northern boundary of the City of Westlake Village; the newly-formed City of Agoura Hills adjoins the City to the east, north of the Ventura Freeway and a portion of the City limits south of the freeway. Therefore, any possible expansion of the City could only take place into the unincorporated area of Los Angeles County, west of Decker Road or south of the City limits. As these areas are characterized by steep terrain, isolated from existing development and would be difficult to serve, it is highly probable that the present City boundaries reflect its ultimate configuration.

## **4. UNDEVELOPED/UNCOMMITTED AREAS**

Approximately 1,234 acres within the City were vacant in 1983. Almost 79% of this acreage is located south of Triunfo Canyon Road and is contained in large holdings. The remaining acreage is divided between the area surrounding Valley Oaks Memorial Park and several smaller parcels distributed throughout the City. The areas which are undeveloped, uncommitted or subject to change are described below and depicted in Figure 7.

Figure 7

**AREAS WHICH ARE  
UNDEVELOPED, UN-  
COMMITTED OR  
SUBJECT TO CHANGE**



Area 1 - 1.53 acres. Located at the northwest corner of Thousand Oaks Boulevard and Lindero Canyon Road, most of this site is flat and un-vegetated, with a limited slope at the rear of the property. Although the parcel is irregular in shape and relatively small, it is well served by existing access and utilities, and is unconstrained by the existence of biological resources or geologic hazards.

Area 2 - 6.16 acres. Located on the north side of Thousand Oaks Boulevard, east of Lindero Canyon Road, this site is well served by existing access and utilities, and is unconstrained by slope, geologic hazards or biological resources, except for a single oak. An acceptable interface with adjacent residences must be provided in conjunction with development of the site.

Area 3 - 29.27 acres. These 15 sites are scattered throughout an existing business park area. Access, utilities and, in most instances, rough-graded pads, have been provided in anticipation of development. The sites are un-vegetated or support only weedy fields. There are no known geologic characteristics of the sites which cannot be adequately mitigated through proper design techniques. Of concern during development of these parcels will be the maintenance of the existing high quality of design in the area.

Area 4 - 129 acres. This site is characterized by gently-rolling grassland, with scattered oaks, and fronts on Thousand Oaks Boulevard and Lindero Canyon Road. The eastern 100 feet of the site are within a Southern California Edison easement and cannot be developed. A specific plan of development for the entire site is required in order to coordinate access and interior circulation, as well as provide an acceptable interface between existing and proposed uses. In addition to the above concerns, other design considerations include the preservation of the site's riparian habitat and oak trees and the limitation of freeway noise impacts.

Area 5 - 58 acres. Located on the south side of Agoura Road, this highly-visible site rises from the street, with the rear one-fourth of the property exceeding 20% in slope. The rear of the site also encompasses a very dense coast live oak woodland, a more open oak savannah and an annual grassland, all of which are nearly undisturbed and are considered to be highly-sensitive habitats. The site is well served by existing access and utilities. Design considerations for future development include the preservation of oak trees, the minimization of disruption to sensitive habitats, the provision of an aesthetically-pleasing appearance and the provision of a buffer between the site and adjacent residences.

Area 6 - 19.2 acres. Almost three-quarters of this site is comprised of slopes of 20-40%, with most of the remainder exceeding 40% in slope. No significant vegetation exists on the property, which fronts on Lindero Canyon Road and Ridgeford Drive. Design considerations include conformance with the Hillside Development Standards, minimization of traffic and noise impacts and the provision of adequate landscaping.

Area 7 - 4.91 acres. Presently developed with equestrian facilities, this site is located adjacent to Lindero Canyon Road. Although the property is generally level, approximately half of the parcel is depressed below

street grade. The site is absent of any significant environmental constraints to its development. The lack of neighborhood commercial facilities in this area of the City makes it a potentially suitable site for such uses.

Area 8 - 4.44 acres. Located immediately adjacent to Triunfo Canyon Creek, this basically flat and unvegetated site is depressed below the level of adjacent streets (Lindero Canyon Road and Ridgeford Drive). Design considerations include preservation of the surrounding riparian habitat, protection of development from possible flood hazard, control of runoff and erosion, and the provision of an adequate sewer connection.

Area 9 - 2.60 acres. This site is presently developed with the Westlake Village Racquet Club. Design considerations include the provision of an acceptable interface with the adjoining Westlake Inn facilities.

Area 10 - 484.7 acres. More than half of this site is isolated from existing development and contains significant slopes and biological habitats. A large portion of this area of the site also functions as watershed to Westlake Reservoir. Land more suited for development is located adjacent to Triunfo Canyon Road and continues up through a broad canyon to a graded and unvegetated pad adjacent to Westlake Reservoir. Design considerations include compliance with the Hillside Development Standards, control of erosion and runoff into the reservoir and preservation, to the maximum extent possible, of the site's oaks and oak woodland habitat.

Area 11 - 297.85 acres. Partially adjacent to Triunfo Canyon Road, this site is primarily comprised of a broad canyon surrounded by relatively steep slopes and supports highly-sensitive woodland and riparian habitats. Access and utilities are available via extensions from Triunfo Canyon Road and adjacent residential development. Design considerations for future development include compliance with the Hillside Development Standards and preservation, to the maximum extent possible, of the site's oaks and significant habitats.

Area 12 - 7.2 acres. Located adjacent to Westlake Reservoir, this site is unconstrained in terms of biological sensitivity, noise, and geologic hazards. However, much of the property has significant slopes. Development of the site would be dependent on the development of adjacent areas, as it is completely isolated, and the cost associated with the extension of access and sewer lines from Triunfo Canyon Road would be prohibitive. Design considerations include compliance with the Hillside Development Standards, the provision of an acceptable interface with future adjacent uses and the avoidance of impacts on the reservoir watershed.

Area 13 - 178.3 acres. Adjacent to Decker Road, this site is generally characterized by steep slopes and rocky outcroppings, with some canyons. A relatively level area located at the north end of the site supports highly-sensitive oak woodland and riparian habitats. Development of the site is constrained by a lack of sewer services and possibly inadequate access, as the property can only be reached by Decker Road, a minimally-improved, two-lane road. Both sewer and access may be obtainable in the future, however, through development of adjacent Area 11 (described above). Design considerations include compliance with the Hillside Development Standards, preservation, to the maximum extent possible, of the site's oaks and significant habitats, provision of adequate access and

utilities, and the maintenance of the site's significant landforms and scenic views.

## 5. LAND USE DESIGNATIONS

The General Plan's land use designations broadly define the types of residential, commercial and industrial uses permitted in areas of the City. The mechanism which precisely defines the uses permitted on a particular parcel, within the parameters of the land use plan, is the zoning ordinance. Although one is general and the other specific, the plan and ordinance must be consistent. The following outlines the intent of each land use designation and the types of uses which may be accommodated within each classification.

### RESIDENTIAL DESIGNATIONS

- Low Density (0-4.0 units/acre)

The Low Density designation applies to a predominantly single-family suburban environment with a low overall density. Clustering may be utilized in order to preserve significant natural resources, such as slopes and habitat areas.

- Medium Density (4.1-7.0 units/acre)

The Medium Density designation applies to neighborhoods of predominantly single-family, detached homes in areas with limited development constraints. Some multi-family development may be included at the higher end of the range.

- Intermediate Density (7.1-10.0 units/acre)

The Intermediate Density designation applies to areas composed largely of attached, single-family townhome or patio home developments. Such developments are normally in a condominium form of ownership, with extensive commonly-owned open space and small private patios or yards.

- High Density (10.1-18.0 units/acre)

The High Density designation applies to multi-family development in the more central areas of the City, near services, and on arterial streets.

- Very High Density (18.1-25.0 units/acre)

The Very High Density designation applies to multi-family residential development in the central areas of the City and on arterial streets, and is characterized by multi-storied development and smaller units.

- Mobilehome Residential

The Mobilehome Residential designation applies to areas of existing mobilehome development and to vacant property which represents an infilling of these areas. It is intended that the density of new mobilehome development will be compatible with that of existing development.

- Hillside Residential

The Hillside Residential designation applies to those areas located within the Hillside Management Area. Development of property with this designation must conform to the Hillside Development Standards contained in the

zoning ordinance. Sites designated as "Single-Family" are intended to be developed with detached units on large lots; those designated as "Multi-Family" are intended to be developed with attached units which are clustered to maintain hillside areas.

- Urban Reserve Overlay

The Urban Reserve Overlay applies to those residentially-designated areas which are not presently served by essential services and facilities and which will likely depend on the prior development of adjoining areas to provide them. Development may not occur in these areas until adequate access, services and utilities (including water and sewer) can be demonstrated. The underlying land use designations of these areas may not reflect their potential maximum utilization, which is subject to further planning.

## COMMERCIAL DESIGNATIONS

- General Commercial

The General Commercial designation is intended to allow for a broad range of commercial services, including office, retail, hotel and entertainment uses. It is intended to be applied in central areas to ensure the viability of commercial centers, reduce vehicle-miles traveled and maintain the low-intensity character of outlying areas.

- Commercial Recreation

The Commercial Recreation designation is intended to designate centers of recreational activity, such as athletic clubs.

- Commercial Recreation-Golf Course

The Commercial Recreation-Golf Course designation is applied to golf courses and related activities, including driving ranges and club facilities.

- Office Commercial

The Office Commercial designation is intended to provide for business and professional office uses which do not engage in the merchandising of products.

## INDUSTRIAL DESIGNATIONS

- Business Park

The Business Park designation is intended to encourage the provision of an attractive environment for office and light industrial uses (including high technology and research and development firms) in which building design, lot size and internal circulation are regulated. This designation is intended to be applied near major transportation corridors and in a consolidated pattern in order to reduce industrial traffic on residential streets, provide for the efficient transportation of supplies and employees, reduce conflicts with other land uses and enhance the identity of industrial areas.

## PUBLIC AND QUASI-PUBLIC DESIGNATIONS

- Public

The Public designation is intended to apply to uses in public ownership, including administrative offices, police and fire stations, public schools, libraries and cultural centers.

- Institutional

The Institutional designation is intended to apply to quasi-public uses such as religious facilities, private schools and hospitals.

- Park

The Park designation is intended to apply to publicly- and privately-owned parks.

- Open Space

The Open Space designation is intended to apply to publicly- and privately-owned land primarily maintained in an unimproved form, such as common open space, lakes, reservoirs and cemeteries.

## **6. RESOURCE MANAGEMENT OVERLAYS**

Certain areas of the City, depicted in Figures 8 through 11, and Figure 27 (Chapter Three), have been identified as containing significant resources for which special consideration needs to be given in conjunction with development. These areas are described below, along with the specific actions required to ensure the protection of the appropriate resources.

- Hillside Management Area

The Hillside Management Area Overlay (Figure 8) is intended to further the preservation and maintenance of the natural character and visual amenities of hillsides as a scenic resource of the City and to afford protection from geologic hazards, such as unstable soils and erosion. Development of property with this designation must conform to the Hillside Development Standards contained in the zoning ordinance.

- Cultural Reconnaissance Area

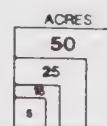
The Cultural Reconnaissance Area Overlay (Figure 9) is intended to preserve, where feasible, sites of archaeological and historic significance or the information they contain where site preservation is not possible. Biophysical and physiographic features similar to those of areas where cultural resources were previously discovered exist in the unsurveyed portions of the City; therefore, there is a very strong possibility that additional, potentially-significant cultural resource remains lie within the City limits. As part of any development proposal for property located within or adjacent to a designated Cultural Reconnaissance Area, an intensive, systematic surface reconnaissance program conducted by a qualified archaeologist with local expertise and familiarity with the area (subject to City approval) shall be required to identify and evaluate the

This is a detailed black and white map of the Thousand Oaks area in California. The map shows the city of Thousand Oaks, the Santa Monica Mountains, and the surrounding region. Key features include the Santa Monica Mountains, the city of Thousand Oaks, the city of Agoura Hills, the city of Simi Valley, and the city of Moorpark. Major roads such as Highway 101, Highway 230, and Highway 10 are shown. The map also includes a legend for various symbols and a scale bar.

 Hillside Management Area

..... Prominent Ridgelines\*

● Preliminary locations subject to further field study



0 100 200 Feet



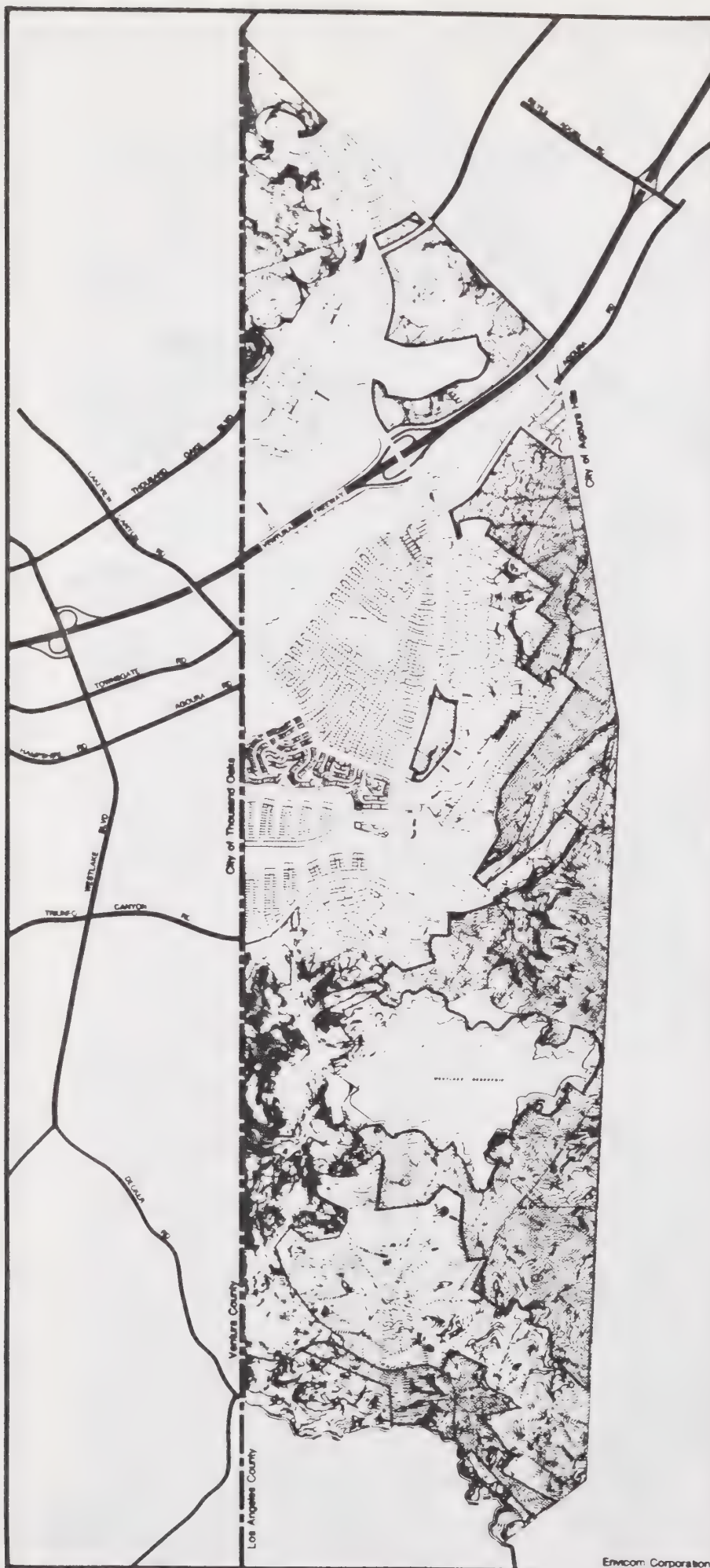
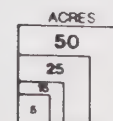
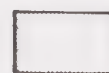


Figure 9

# CULTURAL RECONNAISSANCE AREA



SCALE



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impact of the proposed development on sites of archaeological and historic significance and recommend measures to mitigate any impacts.

- Flood Hazard Area

The Flood Hazard Area Overlay (Figure 10) is intended to protect development within flood hazard areas identified by the Los Angeles County Flood Control District and limit the impact of flood control improvements on affected properties. Any development proposal for property located within or adjacent to a designated Flood Hazard Area shall be subject to the review and approval of the District.

- Watershed Area

The Watershed Area Overlay (Figure 11) is intended to minimize the effects of development on Westlake Reservoir and Triunfo Canyon. As part of any development proposal for property located within a designated Watershed Area, measures shall be incorporated into the project's design to minimize the impacts of runoff, erosion and pollutants on affected water bodies.

- Significant Habitat Area

The Significant Habitat Area Overlay is intended to minimize the negative effects of development on the highly-sensitive biological habitats depicted in Figure 27 (Chapter Three). As part of any development proposal for property located within or adjacent to a designated Significant Habitat Area, an analysis by a qualified biologist (subject to City approval) shall be required to evaluate the impact of the proposed development on the affected habitats or communities and recommend measures to mitigate any impacts.

## 7. BUILD OUT UNDER THE GENERAL PLAN

Build out of the City according to the land use designations shown on Figure 12 and Table 2 would yield a maximum of 1,581 additional dwelling units and approximately 2,700,000 square feet of commercial/industrial space. The dwelling unit total includes the construction of 156 units on existing lots or as part of approved projects, distributed as follows:

The Colony	102
The Trails	28
Southridge Trails	10
South Shore	7
Parkwood Estates	5
Terminus of Glenbridge Rd.	4
	<hr/>
	156 units

The maximum potential units and square footage for each area are used throughout the General Plan as the basis for evaluating the ultimate impacts of development on the City and its environment. Also shown in Table 2 are the concerns which were identified during the land use planning process for each site and which are to be addressed by the site's future project design. The additional population or jobs which each area

Figure 10

## FLOOD HAZARD AREA



Source: Los Angeles County Flood Control District map 154-ML 2.

0 500 FEET



Figure 11

## Westlake Reservoir and Triunfo Canyon Watershed Boundaries

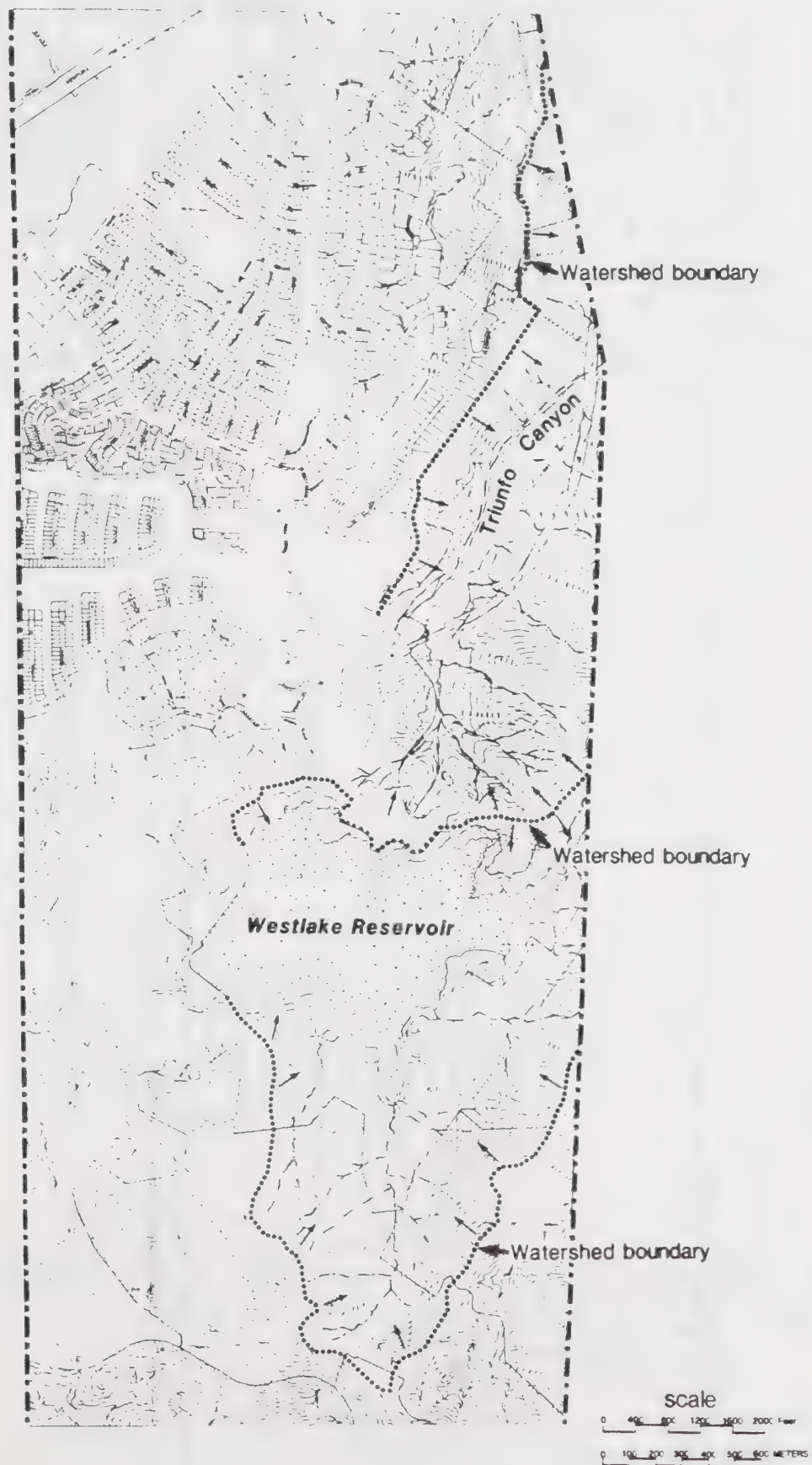
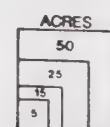


Figure 12

# **LAND USE DESIGNATIONS FOR AREAS WHICH ARE UNDEVELOPED, UN- COMMITTED OR SUBJECT TO CHANGE**

1. General Commercial
2. Office Commercial
3. Business Park
- 4.\* High Density Residential - 300 General Commercial Business Park
5. Business Park
6. Hillside Residential Multi-Family - 64
7. General Commercial
8. Very Low Density Residential-4
9. Office Commercial
10. Hillside Residential - 485
11. Hillside Residential - Single-Family - 481
12. Hillside Residential-1/Urban Reserve
13. Hillside Residential - 90/Urban Reserve

\*Exact acreage of land uses to be determined by Specific Plan. Ten percent deviation may be permitted.



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TABLE 2

POTENTIAL DEVELOPMENT OF AREAS WHICH ARE  
UNDEVELOPED, UNCOMMITTED OR SUBJECT TO CHANGE

Area	Acreage	Land Use Designation	Potential Units/ Potential Square Footage	Concerns to be Addressed by Project Design
1	1.53	General Commercial	20,000 sq.ft.*	--
2	6.16	Office Commercial	100,000 sq.ft.*	● Provision of acceptable interface with adjacent residences
3	29.27	Business Park	510,000 sq.ft.*	● Maintenance of existing high quality design in area
4	35.00	General Commercial	454,000**	<ul style="list-style-type: none"> <li>● Preservation of Significant Habitat Areas and oak trees</li> <li>● Provision of acceptable interface with cemetery and on-site development</li> <li>● Integration of circulation pattern with existing street network</li> <li>● Provision of buffer between future on-site residential and commercial uses</li> <li>● Limitation of freeway noise impacts</li> </ul>
	74.00	Business Park	960,000**	
	20.00	High Density		
		Residential-300	300 units	
		Note: Exact acreages of land uses to be determined by specific plan. Ten percent deviation may be permitted.		
5	58.00	Business Park	580,000 sq.ft.*	<ul style="list-style-type: none"> <li>● Preservation of Significant Habitat Areas and oak trees</li> <li>● Preservation of views and view quality from adjacent residential development.</li> <li>● Construction of limited number of large buildings.</li> <li>● Provision of buffer between site and adjacent residences</li> </ul>
6	19.20	Hillside Residential-Multi-Family-64	64 units	<ul style="list-style-type: none"> <li>● Compliance with Hillside Development Standards</li> <li>● Provision of aesthetically-pleasing appearance and adequate landscaping</li> </ul>
7	4.91	General Commercial	68,000*	--

TABLE 2 (continued)

<u>Area</u>	<u>Acreage</u>	<u>Land Use Designation</u>	<u>Potential Units/ Square Footage</u>	<u>Concerns to be Addressed by Project Design</u>
8	4.44	Very Low Density Residential-4	4 units	<ul style="list-style-type: none"> <li>● Preservation of riparian habitat</li> <li>● Protection from flood hazard</li> <li>● Provision for possible trail alignment</li> <li>● Provision of adequate access</li> </ul>
9	2.60	Office Commercial	40,000 sq.ft.*	--
10	484.70	Hillside Residential-485	485 units	<ul style="list-style-type: none"> <li>● Compliance with Hillside Development Standards</li> <li>● Preservation of Significant Habitat Areas</li> <li>● Avoidance of impacts on reservoir watershed</li> </ul>
11	297.85	Hillside Residential-Single-Family-481	481 units	<ul style="list-style-type: none"> <li>● Compliance with Hillside Development Standards</li> <li>● Preservation of Significant Habitat Areas</li> </ul>
12	7.20	Hillside Residential-1/ Urban Reserve	1 unit	<ul style="list-style-type: none"> <li>● Avoidance of impacts on reservoir watershed</li> <li>● Compliance with Hillside Development Standards</li> </ul>
13	178.30	Hillside Residential-90/ Urban Reserve	90 units	<ul style="list-style-type: none"> <li>● Compliance with Hillside Development Standards</li> <li>● Preservation of Significant Habitat Areas</li> <li>● Provision of adequate access and utilities</li> </ul>
Potential residential infill:			156 units	
<u>Total potential yield</u>			<u>1581 units</u>	
			<u>2,732,000 sq.ft.</u>	

\*Equal to usable lot area x .35 (floor area ratio)

\*\*Equal to usable lot area x .85 (rights-of-way adjustment) x .35 (floor area ratio)

could potentially generate are set forth in Table 3; complete buildout under the General Plan could increase the City's population by 4,500 (to 11,200) and create 6,000 additional jobs within the City.

## **LAND USE POLICIES AND IMPLEMENTATION MEASURES**

The policies below respond to the land use issues identified in this section. Each policy is followed by related measures directed towards its implementation.

### General

#### Policies:

1. Ensure conformance of development with the Land Use Map of the General Plan.
2. Plan for the long-range use of the golf course.

#### Implementation Measure:

1. Require conformance of development with the Land Use Map of the General Plan (see end of document) through project and permit review.
2. Appoint a "blue ribbon" committee to evaluate and report to the City Council on the range of options available for the maintenance of the golf course in its present state or its potential conversion to other uses.

### Community Appearance

#### Policies:

1. Protect and enhance the City's hillside surroundings.
2. Maintain the low suburban profile of the City.
3. Ensure that future development is consistent with the high quality of design already established within the City.

#### Implementation Measures:

1. Adopt a hillside/ridgeline management ordinance which regulates the design of development in hillside areas.
2. Prohibit the development of structures which appear to have more than two stories and/or which exceed 35 feet in height. However, nonresidential structures of greater height may be permitted if the structure would be located adjacent to commercial or industrial zoning and the finding can be made that the community will derive a substantial benefit from the increased height in the form of significantly greater revenues or jobs.
3. Require design review of all projects to ensure the use of materials and colors which are compatible with surrounding development and the City's overall appearance.

TABLE 3

## ESTIMATED POTENTIAL GENERATION OF POPULATION AND JOBS

<u>Area</u>	<u>Land Use Designation</u>	<u>Potential Population</u> <sup>1</sup>	<u>Potential Jobs</u> <sup>2</sup>
1	Commercial		40
2	Office		500
3	Business Park		1,020
4	Commercial		907
	Business Park		1,920
	Residential-300	858	
5	Business Park		1,160
6	Residential-64	183	
7	Commercial		136
8	Residential-4	11	
9	Office		200
10	Residential-485	1,387	
11	Residential-481	1,376	
12	Residential-1	2	
13	Residential-90	257	
Infill	Residential	<u>447</u>	<u>          </u>
	<u>Total</u>	4,521	5,883

<sup>1</sup> Based on average household size of 2.86 persons.

<sup>2</sup> Based on 1 employee per 200 sq. ft. of office space, 700 sq. ft. of commercial space and 500 sq. ft. of business park space.

## Residential Development

### Policies:

1. Encourage new development to respect the privacy of existing residents.
2. Minimize potential conflicts between residential densities.
3. Protect the livability of neighborhoods.
4. Preserve and protect natural boundaries which help delineate neighborhoods.
5. Encourage the preservation of views and view quality from existing residential development.

### Implementation Measures:

1. Adopt land use designations which minimize potential conflicts between residential densities.
2. Require design review of all new residential projects to ensure the following:
  - a. Protection and enhancement of natural boundaries which delineate neighborhoods.
  - b. Discouragement of through traffic in neighborhoods.
  - c. Use of single-story structures, where feasible, on the periphery of new development where adjacent to existing single-story structures, in order to respect privacy.
  - d. Separation of noise generators and areas of quieter use by space and buffers.
  - e. Arrangement of structures and open space areas to enhance their appearance from public view.
  - f. Provision of adequate storage areas, useable private and common open space, parking and landscaping.
3. Consider the preservation of views and view quality from existing residential development during the design review process.
4. Require design review of new development by any affected homeowner association(s).
5. Require CC&R's for new residential development to include architectural guidelines.

## Commercial Development

### Policies:

1. Ensure that future commercial development is consistent with the high quality of design already established within the City.

#### Implementation Measures:

1. Require design review of all commercial projects to ensure the following:
  - a. Organization of development into centers to increase identity and sales, where feasible.
  - b. Design of lighting and signing which minimizes disturbance of adjacent uses.
  - c. Utilization of a unified design theme in commercial centers which coordinates architecture, signing, circulation and landscaping.

#### Industrial Development:

##### Policies:

1. Ensure that future industrial development is consistent with the high quality of design already established within the City.
2. Encourage the construction of a limited number of large buildings in new business parks rather than numerous, smaller buildings.

#### Implementation Measures:

1. Require design review of all industrial projects to ensure the following:
  - a. Design of lighting and signing which minimizes disturbance of adjacent uses.
  - b. Utilization of a unified design theme in industrial centers which coordinates architecture, signing, circulation and landscaping.
  - c. Development of "infill" industrial parcels in a manner consistent with the quality of existing industrial development.
2. Encourage the construction of a limited number of large buildings in new business parks rather than numerous, smaller buildings during the design review process.

#### Historic Resource Preservation

##### Policy:

1. Preserve, where feasible, sites of archaeological and historic significance.

#### Implementation Measures:

1. Maintain areas that have not been surveyed for cultural resources in an undisturbed state, where feasible.
2. Where any development or utilization of unsurveyed areas is proposed, require an intensive, systematic surface reconnaissance program to be conducted by a qualified archaeologist with local expertise and familiarity with the area.

## **B. FISCAL RESOURCES**

An important consideration in planning for future land uses is providing for a balance of municipal costs and revenues. Due to its recent incorporation, the City is still developing its full range of revenue sources and has yet to encounter certain costs associated with future facilities and the maintenance and replacement of infrastructure. This section discusses the City's general fiscal picture, evaluates the fiscal impacts of future development, and establishes goals to ensure the City's continued fiscal stability.

### **1. MUNICIPAL REVENUES AND EXPENDITURES**

Based on the City's budget for fiscal year 1982-83, tax collections account for 60% of City revenues, with County, State and Federal subventions totalling nearly 33%. Licenses, permits, fees and service charges account for the balance of the expected revenue.

Sales and use taxes represent the most significant source of revenues (31% of total revenues). Retail store sales are estimated to account for roughly 40% of total taxable transactions, with the balance attributable to transactions occurring within the manufacturing and wholesalers category. Over time, the difference should balance with the maturing of the City's existing retail base and expected future retail development. The City's share of the total property tax revenues collected by the County is determined annually by the cost of County service contracts at service levels negotiated at incorporation. This share only accounts for 18.2% of total municipal revenues.

In addition to taxes, the other most significant source of revenues are subventions from governmental agencies (almost 33% of total). The principal components of this source are vehicle in-lieu fees (16% of total) and gasoline taxes (11% of total). Revenues in the form of subventions will increase over time, since they are disbursed on the basis of resident population size. A potential additional revenue source are Federal Community Development Block Grant funds, although this award is not expected to be significant, due to the City's limited level of need.

Operations expenses account for nearly 89% of total municipal expenditures, of which 72% is expended for law enforcement services. The remaining expenditures are divided between employee services (7% of total) and capital outlays (4% of total). At present, the City has only a very small inventory of facilities which it leases, owns or maintains. Additional expenditures associated with the construction of public facilities, such as a city hall and library, and the maintenance and replacement of infrastructure are expected to occur in the future.

### **2. IMPACTS OF FUTURE DEVELOPMENT ON FISCAL RESOURCES**

Each kind of land use can be expected to generate municipal revenues as well as cause the expenditure of municipal funds. As shown in Table 4, uses such as medium density residential, offices and warehousing may represent a fiscal liability to the City, while retail uses generate substantially more revenues than costs. However, residential uses are not as

TABLE 4  
LAND USE COSTS AND REVENUE FACTORS  
1982 Values

<u>Land Use Type</u>	<u>Annual Costs</u>	<u>Annual Revenues</u>
Residential		
Low Density (1/acre or less)	\$375-\$450/Unit+	\$1,000/Unit+
Medium Density (2-10/acre)	\$260-\$388/Unit+ \$554-\$1,795/Acre+	\$200-\$350/Unit+ \$495-\$1,375/Acre+
High Density (10+/acre)	\$140-\$145/Unit+ \$2,600-\$3,500/Acre+	\$190-\$260/Unit+ \$4,645-\$4,730/Acre+
Commercial		
Office (garden)	\$2,377/Acre+	\$2,145-\$2,810/Acre
Neighborhood Retail/Services	\$2,377/Acre+	\$9,500-\$15,500/Acre
Community Retail	\$2,030/Acre+	\$11,700-\$17,400/Acre
Industrial		
Business Park	\$690-\$1,050/Acre+	\$1,000-\$1,675/Acre
Research & Development	\$1,050/Acre+	\$1,500-\$3,300/Acre
Warehousing	\$600-\$1,050/Acre+	\$400-\$1,000/Acre

Notes: • Generalized costs and revenues shown. Actual figures will depend on specific proposal.  
• Ranges based on 1982-83 budget. No enterprise funds or public utilities are assumed.

negative as might first be assumed because homeowner association assessment districts bear a significant portion of the costs of maintenance and operation of community greenbelts, recreational facilities and internal private streets.

The potential development of each undeveloped or uncommitted area identified in Section A.7. was evaluated to determine its net fiscal impact (see Table 5). Cumulative buildout under the General Plan would result in a net positive fiscal impact of \$635,008 per year from new development.

The future economic stability to the City can be ensured through adherence to the policies and implementation measures set forth below.

### **FISCAL RESOURCES POLICIES AND IMPLEMENTATION MEASURES**

#### **Policies:**

1. Seek a balance of land uses which provides a stable fiscal base for the City.
2. Expand the City's revenue sources.
3. Minimize the costs of new development to the City.
4. Provide for the planning and financing of future public facilities, capital improvements and infrastructure maintenance.

#### **Implementation Measures:**

1. Capture and retain economic activities and employment centers which are viable on a long-term basis.
2. Encourage the development of uses which have a positive fiscal impact, especially those which represent a significant revenue source to the City.
3. Institute procedures for the assessment of the fiscal impacts of new development.
4. Require each development proposal to provide a cost-revenue analysis. Such an analysis shall represent one component of a project's evaluation; a negative net benefit does not constitute a basis for rejection.
5. Develop a capital improvements program.
6. Explore all land use-based fees and charges which are within the City's authority to levy as a result of recent State legislation.
7. Continue to provide for the maintenance of rights-of-way through assessment districts and the maintenance and operation of common facilities and area through homeowners associations.

TABLE 5  
ANNUAL FISCAL IMPACTS OF POTENTIAL DEVELOPMENT

<u>Area</u> <sup>1</sup>	<u>Land Use Designation</u>	<u>Potential Annual Revenues</u>	<u>Potential Annual Costs</u>	<u>Net Annual Fiscal Impact</u>
1	Commercial	\$ 23,415	\$ 3,636	\$ + 19,779
2	Office	13,205	14,642	- 1,437
3	Business Park	92,500	31,577	+ 60,923
4	Residential	50,784	44,740	+ 6,044
	Commercial	600,729	83,195	+517,534
	Business Park	93,662	77,478	+ 16,184
5	Business Park	58,172	40,080	+ 18,092
6	Residential	9,837	15,174	- 5,337
7	Commercial	79,653	10,554	+ 69,099 <sup>2</sup>
8	Residential	2,720	2,004	+ 716
9	Office	7,003	6,180	+ 823
10	Residential	97,502	125,540	- 28,038 <sup>3</sup>
11	Residential	165,034	171,236	- 6,202
12	Residential	1,443	501	+ 942
13	Residential	38,001	78,380	- 40,379 <sup>4</sup>
Infill	Residential	<u>38,035</u>	<u>31,770</u>	<u>+ 6,265</u>
	<u>Total</u>	\$1,371,695	\$736,987	\$+635,008

<sup>1</sup> See Section A.4 for area identification.

<sup>2</sup> Assumes neighborhood retail uses.

<sup>3</sup> Assumes development of 80 acres.

<sup>4</sup> Assumes no substantial dedicated open space.

## C. HOUSING

This section addresses the housing needs of existing and future City residents through the following:

- An identification and analysis of existing and projected housing needs for all economic segments of the community, including the City's share of the regional housing need.
- A statement of goals, policies, quantified objectives and scheduled programs for the preservation, improvement and development of housing.
- An identification of suitable sites for housing.
- An analysis of population and employment trends.
- An analysis of potential and actual nongovernmental constraints upon the maintenance, improvement or development of housing for all income levels.
- An analysis of special housing needs.

### 1. POPULATION AND HOUSEHOLD CHARACTERISTICS

Through the analysis of certain demographic characteristics, population traits can be identified which affect the type of housing needs and the ability of households to pay for adequate housing. This section examines those characteristics of the City's population, which are summarized in Table 6.

#### Population and Growth Trends

The City has experienced significant growth in recent years, increasing its population by 57% between 1970 and 1980. This growth rate can be contrasted with County and State figures of 6.2% and 18.5%, respectively, for the same period. The City's estimated 1980 population of 6,690 represents a minute fraction of the County's population as a whole.

#### Age Composition

The City's age composition is generally consistent with the County's and State's profiles, with approximately half of the population being between the ages of 18 and 54. However, the proportion of City population less than 18 years of age is slightly lower than the County and State levels, and slightly higher for the age group 55 years and over.

#### Racial and Ethnic Composition

The racial and ethnic composition of the City significantly differs from that of the County and State. More than 97% of City residents are white, contrasted with 67.8% and 76.2% for the County and State, respectively. The City's proportion of minority racial population (2.5%) is significantly lower than the State's (23.8%), as is the percentage of Spanish Americans. The low percentage of black residents (0.4%) is consistent with the State-wide pattern of blacks being concentrated in metropolitan areas.

TABLE 6  
SELECTED POPULATION AND HOUSEHOLD CHARACTERISTICS  
(1980)

	<u>City</u>	<u>County</u>	<u>State</u>
Total Population	6,690	7,477,657	19,971,069
Percent Change, 1970-80	57.0%	6.2%	18.5%
Age Composition			
Under 18 years	27.0%	29.2%	29.6%
18-54 years	48.6%	51.4%	51.4%
55 years +	24.4%	19.4%	19.0%
Median Age	39.8	29.8	-
Racial Composition			
White	97.5%	67.8%	76.2%
Black	0.4%	12.6%	7.7%
American Indian	0.2%	0.7%	0.8%
Asian	0.8%	5.8%	5.3%
Other	1.1%	13.1%	10.0%
Spanish American (% of total population)	2.3%	27.6%	19.2%
Median Household Income (1979)	\$33,183	\$17,563	\$18,248
Average Household Size	2.86	2.69	2.68

### Household Income

The City's median household income of \$33,183 was nearly twice that of the County's in 1980. This characteristic is consistent with the high housing values in the City. The average household income was \$42,468.

### Employment

Almost three-quarters of the City's working residents in 1980 were employed in "white collar" occupations, such as professional, technical, executive, administrative, managerial, clerical and sales positions. The average commuting time to work is 29 minutes. Only about 8% of the total workers commuted less than 5 minutes, meaning the great majority worked outside of the Westlake Village area.

### Household Size

The City's average household size of 2.86 persons is slightly larger than County or State averages. The percentage of three-, four- and five-person households is somewhat higher than the State's in each category, accounting for the higher average household size. More than half of the City's households had only one or two members, while households with six or more members represented only 5% of the total. This distribution is consistent with Statewide characteristics. Overcrowded households (more than one person per room) represent less than 1% of the City's total households, compared with a 7.4% State figure.

### Group Quarters

Only eight City residents are estimated to live in group quarters, such as homes for the aged or group care homes. This is an extremely low figure compared to the State proportion of 2.4%.

## **2. HOUSING CHARACTERISTICS**

This section describes certain characteristics of the City's housing supply, including type, condition, ownership, vacancy and costs, which are summarized in Table 7.

### Type and Supply

The 1980 Census reported 2,339 dwelling units in the City. Single-family units accounted for 81.5% of all units; multi-family units represented 13.1% of the total, three-quarters of which were apartments (since converted to condominiums). The City contains a single mobile home park, which contained 5.4% of the total housing stock in 1980.

### Housing Age and Condition

As previously noted, the oldest unit in the City's housing stock was constructed in 1966, with approximately 60% of the total stock having been constructed between 1966 and 1969. Residential construction has slowed considerably in recent years due primarily to a downturn in the national economy, and during 1982 and 1983, the building moratorium imposed prior to adoption of the General Plan.

TABLE 7  
SELECTED HOUSING CHARACTERISTICS  
(1980)

	<u>City</u>	<u>County</u>	<u>State</u>
Total Housing Units	2,339	2,855,775	9,279,330
Type of Structure			
Single-family	81.5%	56.2%	62.4%
Multi-family	13.1%	42.2%	33.4%
Mobilehome	5.4%	1.6%	4.2%
Age of Housing			
0-10 years	47.3%	15.1%	26.2%
11-20 years	52.7%	21.8%	24.0%
21-30 years	0%	27.9%	21.8%
31 years or more	0%	35.3%	28.0%
Percent of Units Owner-Occupied	83.3%	48.5%	55.9%
Vacancy Rate			
For-sale housing	2.3%	1.8%	2.3%
Rental housing	3.8%	3.9%	5.1%
Housing Values and Costs			
Median housing value	\$205,878	\$87,400	\$84,500
Median contract rent	\$371	\$244	\$253

All units are well maintained, with virtually no exceptions. This is based in large part on the high home values in the City. All of the City's neighborhoods are governed by stringent codes, covenants and restrictions (CC&Rs) which regulate their appearance and activities. Architectural committees oversee all new construction and building alterations, as well as colors and materials. In the case of First Neighborhood, the architectural committee does a "walk-through" twice a year to survey the condition of the neighborhood. The owners of residences or yards which do not conform to the CC&Rs are notified of the conflict. Based on a lack of response by the owner, the committee may take the necessary action itself and assess the owner for the costs. Therefore, it is highly unlikely that any kind of rehabilitation program will be needed in the City or that any existing units will be replaced within the next several decades.

#### Ownership

According to the 1980 Census, over 83% of the City's occupied dwelling units were owner-occupied. This level greatly exceeds County and State averages for owner occupation. The City's occupation rate would be expected to be at an even higher level at this time due to the recent conversion of the City's complete apartment stock to condominiums, which had an extremely negative impact on the rental housing supply in the City.

#### Vacancy

A relatively high percentage of 1980 vacant units are classified as "other vacant" which may be attributed, in part, to a number of apartments which were being held for conversion to condominiums and were, therefore, unavailable for either sale or rent. Discounting this category, the resulting vacancy rates of 2.3% for for-sale units and 3.8% for for-rent units are similar to Statewide averages (in fact, the for-sale rates are identical). The City's slightly lower for-rent rate may be attributed to its extremely limited number of rental units.

#### Housing Values and Costs

The most important of the City's housing characteristics is its 1980 median housing value, which at nearly \$206,000 was far greater than median County or State value. Although the City's median value was based on the values of non-condominium units, the inclusion of condominium values would not be expected to lower the median value significantly. The City's median monthly contract rent of \$371 also greatly exceeds County or State levels.

### **3. POTENTIAL RESIDENTIAL DEVELOPMENT**

This section evaluates the potential development of additional dwelling units which could occur under the City's General Plan, as well as through the development of under-utilized sites and surplus land.

#### Potential Development Areas

The City's General Plan land use designations provide for a wide range of future housing types and densities, including large-lot residential and

higher-density units. Residential development would be concentrated in seven areas designated for such use, with most of the growth occurring at four primary sites (see Figure 13). As documented in Chapter Two, anticipated development can readily be accommodated by existing and proposed infrastructure.

The physical characteristics of each area are described in Chapter One, Section A.4, as well as the availability of access and utilities, and any design considerations required for new development. The table below summarizes the maximum number of dwelling units which could be developed at each site and the type of housing required by the site's land use designation (if applicable). A maximum of 1,581 units could be added to the City's housing stock under the General Plan, including the infilling of 156 vacant lots scattered throughout the City, which represent a 68% increase over the City's 1980 housing stock.

<u>Area</u>	<u>Maximum Number of Units</u>	<u>Housing Type Specified by Designation</u>
1	300	Unspecified
2	6	Multi-family
3	4	Unspecified
4	1	Single-family
5	485	Unspecified
6	481	Single-family
7	90	Unspecified
Infill and Appd. Projects	<u>156</u>	Single-/Multi-family
Total potential units	1,581	

#### Underdeveloped and Redevelopable Areas

Underdeveloped sites are defined as properties which are developed at less than their designated maximum densities would permit. No such sites exist within the City due to the historical practice of zoning project sites to reflect actual construction. However, some intensification of development is expected to occur through the construction of second units on lots with existing, single-family dwellings. Due to the recent development of the City, there are no sites which could be redeveloped with residential uses and there are no apparent opportunities for the replacement of existing non-residential uses with residential uses.

#### Surplus Lands

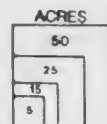
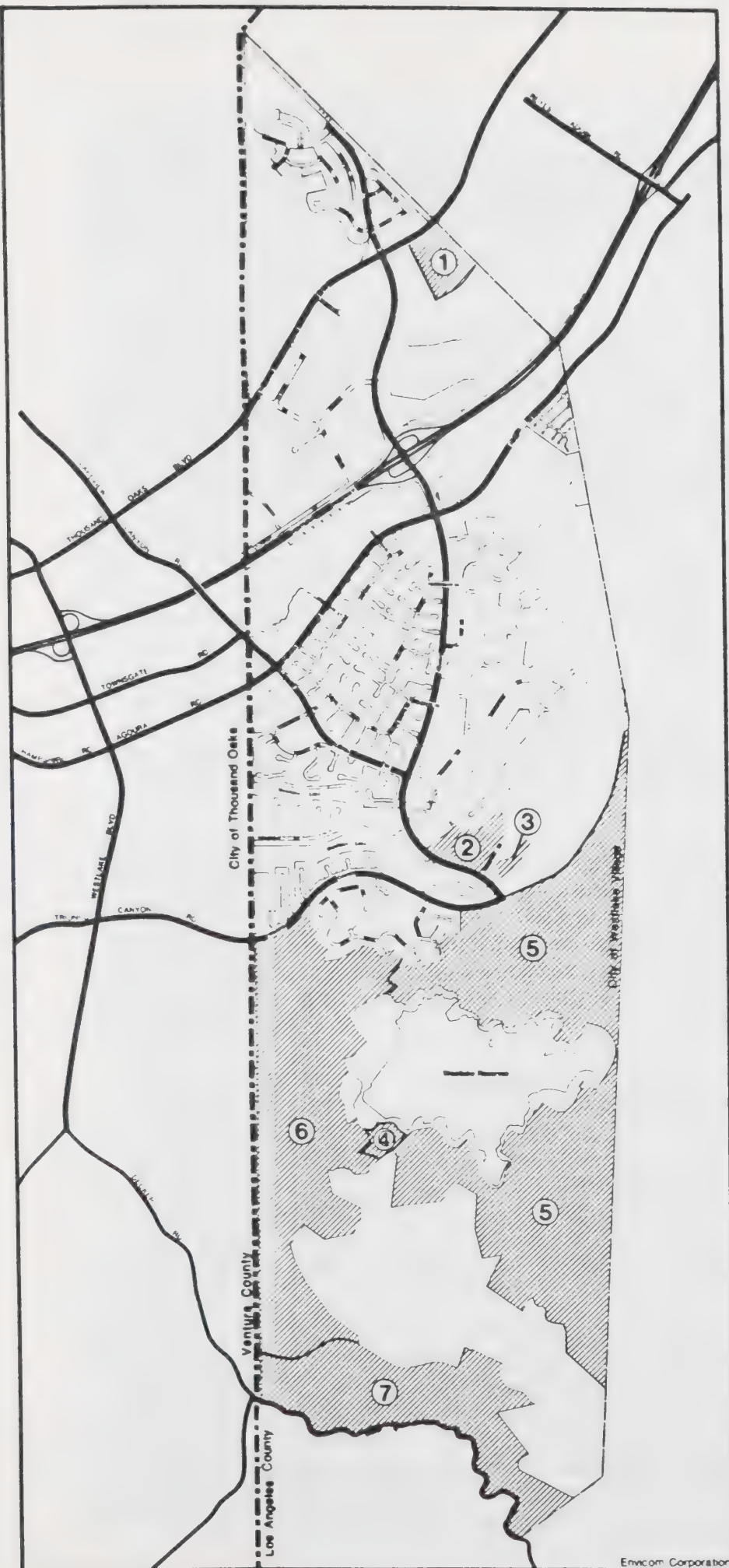
The City owns two sites--one developed as a park and another planned for use as a park (total of 7.64 acres). As a parkland deficiency currently exists in the City, neither of these sites would be considered as surplus properties. Neither is the City aware of any State- or Federally-controlled land which has been identified as surplus and available for acquisition. It is anticipated that the school district's unimproved site will eventually be developed with one or more schools.

Figure 13

## AREAS OF POTENTIAL RESIDEN- TIAL DEVELOPMENT

### POTENTIAL UNITS

- 1 — 300 Units
- 2 — 64 Units
- 3 — 4 Units
- 4 — 1 Unit
- 5 — 485 Units
- 6 — 481 Units
- 7 — 90 Units



#### 4. HOUSING NEEDS

Housing needs can be classified as those associated with current City residents and those related to potential and future residents. The characteristics of each are evaluated in this section.

##### Current Housing Needs

City residents have benefited from a master plan which provided for a wide range of housing types and prices as well as future service needs for the community in terms of circulation, utilities, schools, parks, commercial and professional services, and job opportunities. Other attractive qualities of the City include the local climate, the rate of housing value appreciation, good air quality, ready access to the amenities of a metropolitan area, low crime rates and exceptionally attractive surroundings. These desirable qualities have resulted in average housing costs which greatly exceed those of the County of Los Angeles. Understandably, values for undeveloped properties are at similarly high levels.

It appears that all of the households living in Westlake Village are adequately housed in recently-built, well-maintained housing. No dwelling units are in need of rehabilitation or replacement. In all probability, the present households have chosen to pay a higher proportion of their income to live in the City than is normally acceptable. There may be a need, however for housing affordable to newly-formed households, such as young marrieds whose families reside in the City, and for senior citizens wishing to move to smaller units.

The City is awaiting information from the Southern California Association of Governments (SCAG) regarding the number of lower income households in the City (i.e., those with an annual income of 80% or less than the median income for Los Angeles County) who are paying more than 30% of their income for housing. Additional information related to local housing needs which will be provided includes the number of households making over 120% of the City's median annual income who could not afford to purchase the City's median-priced home in today's market.

A potential housing need could arise at the local level should the proposed conversion of the Oak Forest Mobile Estates to a condominium form of ownership be approved by the City. The mobile home park presently contains 162 rental spaces. A recent survey indicated that 43 percent of the park's residents are of retirement age or older, with an average age of 58 for women residents and 61 for men. Should conversion occur, some tenants may be unable to purchase their sites because they are dependent on fixed incomes of lower levels, and would be displaced.

##### Future Housing Needs

In addition to addressing current housing needs, State law requires the City to provide for its share of regional housing needs. The City's share will be determined by SCAG through the 1983 Regional Housing Allocation Model (RHAM), which considers market demand for housing, employment opportunities, the availability of suitable sites and public facilities, commuting patterns, type and tenure of housing need, and the housing needs of farm workers.

In terms of future housing needs, the RHAM will determine the share of the City's anticipated regional growth in number of households between 1983 and 1988. This total will be distributed among Very Low, Low, Moderate, and High income categories in a manner which reflects Los Angeles County's income distribution pattern. The City is required by State law to make all reasonable effort to provide for these needs through its housing program.

#### Definition of Affordable Housing

Federal and State housing policies and programs are primarily directed at providing for the needs of low- and moderate-income households. These income levels are defined as a percentage of the median household income for a specific geographic area, called the Standard Metropolitan Statistical Area (SMSA), in which a jurisdiction is located.

The median income for the SMSA in which the City of Westlake Village is located is \$27,400. The following table shows the defined income ranges for each income group, and the maximum annual household income, based on a median income of \$27,400.

<u>Income Group</u>	<u>Income Range</u>	<u>Maximum Annual Household Income</u>
Very Low	50% or less of median	\$13,700
Low	50-80% of median	\$21,920
Moderate	80-120% of median	\$32,880

Federal and State agencies regard 30% of gross income as a reasonable expenditure for housing. Based on this guideline, the maximum unit price can be estimated which is affordable to these income groups (assuming 9½% interest rate, 30-year fixed rate and a 10% down payment). The same approach can be used to determine maximum monthly rents affordable to each group (which is also equal to the maximum monthly payment affordable to purchase a unit).

<u>Income Group</u>	<u>Maximum Affordable Unit Price</u>	<u>Maximum Affordable Monthly Rent</u>
Very Low	\$40,320	\$343
Low	\$64,300	\$548
Moderate	\$96,450	\$822

## **5. CONSTRAINTS ON HOUSING DEVELOPMENT**

The production and cost of housing in the City are directly related to the constraints discussed below, which can generally be divided into non-governmental and governmental constraints.

### Non-Governmental Constraints

Non-governmental constraints on the provision of housing include the availability of financing, the price of land and the cost of construction. These and other constraints are discussed below.

## Financing Costs

The California Housing Plan 1982 concluded that of all the factors which have hurt the California housing market, high interest rates are clearly the most debilitating. The Plan states that:

"Financing has significantly increased as a major component of housing cost over the past decade. Developers have had to pay higher interest rates on land, improvements, and construction loans, and have had to pass these costs on to homeowners in the form of higher prices. Home purchasers have also had to pay higher mortgage interest rates, which have more than doubled from about 8% in the late 1960's to a high of approximately 18% in 1982. High and volatile national inflation rates have necessitated higher mortgage interest rates to attract capital into the housing market. High or variable interest rates are currently necessary for home mortgages to compete with other capital investments."

## Construction Costs

The Plan reports that construction costs have not increased as sharply as land and financing costs, and in fact, have decreased as a percentage of housing costs from nearly 70% in 1949 to less than 50% in 1977. Nevertheless, in the past decade, the construction cost per square foot for a typical new, single-family residence in the Los Angeles area increased three-fold, an increase which out-paced inflation by nearly 40%.

## Land Costs

The cost of improved land as a percentage of new home costs has risen steadily since 1970, increasing Statewide from 21.0% to 27.8% in 1980. Land costs include the cost of raw land, site improvements and all costs associated with obtaining governmental approvals.

Local developers indicate that the estimated cost of a single-family improved lot in the City ranges from \$85,000 to \$100,000 and that the cost for a finished lot for an attached dwelling is approximately \$55,000. Although the latter estimate includes some extensive grading costs, it appears representative in that most of the City's undeveloped areas are characterized by sloping topography. Assuming that finished land represents 28% of the total cost for a single-family dwelling and 25% of an attached unit's cost, the resulting home values would be \$303,571 - 357,143 and \$220,000, respectively, based on the above finished lot costs.

## Product Type

The highly attractive environment created by the master-planned nature of the community has encouraged the construction of housing designs and projects which offer numerous amenities, including large lots, views, water frontage, enclosed garages, fireplaces, tree-lined streets, pedestrian paths, architectural embellishments, security patrols, recreational facilities and open space. The provision of these amenities has obviously resulted in values higher than for those homes not offering similar locations and designs. Coupled with the high land costs discussed above, it can be assumed that the City's desirable environment will continue to result in the continual production of higher value housing.

## Rising Housing Values

The continued rise in the values of existing City residences precludes the creation of a local "trickle-down" situation where housing becomes affordable due to its age. Indeed, increasing valuations have led to situations where present homeowners could not now afford to purchase their own homes.

The selling prices requested for the City's recent condominium conversion units are indicative of the high housing costs in the City. Constructed as apartments in 1968, the WestPark Condominiums are being offered for \$93,000 (one bedroom) to \$122,000 (two bedrooms). Refurbishment packages range from an additional \$1,700 for carpeting to \$9,500 for a complete upgrading.

## Governmental Constraints

Constraints on the provision of housing which could be attributed to governmental actions include land use controls, development standards, fees, codes, review procedures, regional plans and funding limitations. Each constraint and its effect on housing is discussed below.

### Land Use Controls

As previously noted, the General Plan provides for a wide range of housing types and densities. The establishment of mobilehomes or other types of factory-built housing will not be precluded on sites which permit single-family dwellings. Likewise, no residential designations preclude the development of rental housing.

A moratorium on building was enacted upon incorporation of the City, therefore, only a limited number of residential units have been constructed since December, 1981. The moratorium was viewed as necessary to ensure that all development proceeded in accordance with an adopted general plan.

### Building Codes

The City's building codes are based upon the State Uniform Building, Plumbing, Mechanical and Electrical Codes and are considered to be the minimum necessary to assure protection of the public's health, safety and welfare. No regulations have been identified which would unnecessarily add to housing costs.

### Project Review and Processing

Due to the short period during which the City's building moratorium has not been in effect, no development proposals have yet been reviewed by the City Council. Therefore, it is not possible to evaluate the effect of the City's permit process on the cost of housing. The City's zoning ordinance requires planned development permits and City Council approval for most future development applications to ensure compatibility with existing uses and the policies of the General Plan. Detailed review will be especially important for those areas of the City subject to the Hillside

Development Standards. Environmental evaluations required by State law will also be incorporated into the development review process.

### Rent Control

A rent control ordinance was adopted by the City in 1982 which limits rent increases for apartments and mobile home spaces. Its enactment was primarily based on a desire to provide continued protection to tenants covered by Los Angeles County's rent control ordinance in effect prior to incorporation. As the ordinance does not apply to new construction, it should not have the effect of discouraging the development of rental housing.

### Fees and Assessments

The City assesses fees to cover the costs for the processing and plan checking of development, building, plumbing, electrical and grading permits. A review of fees imposed by other jurisdictions in Los Angeles County indicates that the City's schedules are within the range of those utilized by other cities. Other fees which are charged by the City at the time of development include (1) a traffic signal fee to contribute towards the future installation of such signals, (2) a fee to be applied to the acquisition and development of parks, and (3) a school fee for the provision of temporary facilities.

Charges assessed by other agencies include meter installation and hook-up fees charged by the Las Virgenes Municipal Water District to help defray the capital costs associated with providing water and sewer service. Although all of the above fees and charges can be viewed as costs which affect the price of housing, they are not considered excessive or beyond the amount to cover expenditures.

### On- and Off-Site Improvement Requirements

Because of the master-planned nature of the community, most infrastructure, such as streets, storm drains, water lines, sewers and utility lines are already in place. Therefore, future requirements for the construction of Citywide infrastructure will likely be minimal, although residential development in the southwestern area of the City could incur the cost of improving the Lindero Canyon road bridge near Westlake Dam.

### Regional Plans

In response to the Federal Clean Air Act, the Air Quality Management Plan (AQMP) for the South Coast Air Basin, in which the City is located, has established population projections for each area of the basin. Rather than acting as population limitations, these figures are meant to be used as guidelines to indicate the population growth which was anticipated as air pollution control measures were developed. The year 2000 population projection of 73,000 for the statistical area in which the City is located is well above the 1980 level of 36,804. Therefore, the AQMP is not seen as a constraint on the development of housing within the City.

### Funding Limitations

Due to the City's recent incorporation, its expected revenues and expenditures have no historical base and cannot be projected yet with complete

certainty. Therefore, the availability of future financial resources for the provision of affordable housing cannot be estimated.

Federal and State funding for housing programs has dramatically declined in recent years and their future availability is highly uncertain. Additionally, the City's ability to utilize some forms of funding is hindered by the absence of a private, non-profit housing development corporation and an established redevelopment area.

Further, the effectiveness of some Federal programs currently being employed in the City are hampered by Federal policies. The City's high housing values result in rents which exceed the maximum levels under which participation in the Section 8 and 23 Housing Assistance Payments Program can occur, in which HUD pays landlords who own existing units the difference between what a lower income household can afford and the fair market rent for adequate housing in the private market. Present Fair Market Rent limitations which are established by HUD allow a maximum rent of \$194 for a mobilehome double-wide space; the minimum rent at the City's only mobilehome park is \$250. The maximum rent permitted for a non-mobilehome, four-bedroom unit is \$574; a local rental agency indicates that rents for four-bedroom homes in the City start at \$1,000.00.

The City's financial resources are also negatively impacted by the fact that the City does not expect to receive Community Development Block Grant Funds, which could be used for its housing program, for at least two years, as the municipality's existence was not taken into account when monies were allocated under the State's present three-year program. It is anticipated that when the City does qualify for such funds, they will be extremely limited due to the method employed for their distribution (based primarily on existence of poverty and need).

#### Absence of City-Controlled Property

City-controlled property is limited to one developed and one unimproved park site. Due to the restricted availability and high price of vacant land within the City, it is likely that future acquisitions or leasing would be limited to a civic center site or parkland to fulfill identified needs. It is anticipated that the school district's unimproved property will eventually be developed with one or more schools. Therefore, no opportunities presently exist for the development of affordable housing on City-controlled land, nor are any foreseen.

## 6. HOUSING PROGRAM

The City's housing goals and policies are implemented through its housing program, which sets forth actions the City intends to take through the administration of land use and development controls, the provision of regulatory concessions and incentives, and the utilization of appropriate Federal and State financing and subsidy programs when available.

#### State Housing Program

The State of California has formulated an aggressive program directed at providing and improving housing. Implementation by the City of State

housing law and policy represents an affirmative, significant effort in and of itself. This section briefly summarizes some of the more important State laws associated with the provision of adequate housing.

#### Density Bonuses

Cities and counties must give a density increase of at least 25% over the otherwise maximum allowable residential density under the zoning ordinance and the land use element of the General Plan (or bonuses of equivalent financial value) to builders who agree to construct housing developments with 25% of the units affordable to low or moderate income households or 10% of the total units affordable to lower income households.

#### Second Units

State law facilitates the creation of units without additional land costs by permitting jurisdictions to allow second units in single-family zones if they conform to certain criteria.

#### Fair Housing

State law prohibits discrimination in the development process against housing projects for low and moderate income households.

#### Mobilehomes

State law precludes local governments from prohibiting the installation of mobilehomes on permanent foundations on single-family lots. It also declares a mobilehome park to be a permitted land use on any land planned and zoned for residential use, and prohibits requiring the average density in a new mobilehome park to be less than that permitted by the applicable zoning ordinance.

#### Affordable Housing on Surplus Lands

State law gives priority to the use of surplus land for the development of low or moderate income residences and provides for its sale to local governmental agencies at less than market value for that purpose.

#### Excessive Building Standards

In order to minimize the imposition of excessive building standards, which may unnecessarily increase the cost of housing, State law limits any changes or modifications to the State Building Standards Code and other regulations adopted pursuant to Section 17922 to those reasonably necessary because of local climatic, geographical, or topographical conditions. Local governments making any such changes or modifications must report them to the Department of Housing and Community Development and file a finding that the change is needed.

#### Residential Energy Conservation

State law requires all new construction to comply with "energy budget" standards which establish maximum allowable energy use from depletable sources. These requirements apply to such design components as structural insulation, air infiltration and leakage control, setback features on thermostats, water heating system insulation (tanks and pipes) and swimming pool covers if a pool is equipped with a fossil fuel or electric heater.

State law also requires that a tentative tract map provide for future passive or natural heating or cooling opportunities in the subdivision, including designing the lot sizes and configurations to permit orienting structures so as to take advantage of a southern exposure, shade, or prevailing breezes.

#### Residential Water Conservation

State law requires all new residential units to be equipped with water-saving fixtures.

#### Expedited Processing

Housing projects containing at least 25% of the units for low- or moderate-income families are exempt from the three-times-per-year restriction on amendments to mandatory elements of the General Plan.

#### Fees Limitations

State law limits fees charged for zoning variances, zoning changes, use permits, building inspections, building permits and the processing of maps under the provisions of the Subdivision Map Act to the estimated reasonable cost of providing the service for which the fee is charged.

#### Substandard Unit Improvements

State law prohibits owners of substandard rental dwellings cited for code violations from taking State income tax deductions for interest, taxes and depreciation. Extra tax revenues collected under this provision go to local governments to support code enforcement efforts, to build low and moderate income housing, and to minimize neighborhood displacement.

#### Mortgage Redlining

Under State law, it is illegal for State-chartered savings and loans to discriminate against entire neighborhoods in lending practices because of the physical or economic conditions in the area.

#### Arbitrary Discrimination

State law prohibits arbitrary discrimination in real property transactions on the basis of sex, race, color, religion, ancestry, or national origin.

#### City Housing Program

As discussed in previous sections, it is apparent that essentially all of the City's residents are presently sheltered in recently-constructed and sound housing, located in attractive surroundings with numerous amenities. Therefore, the greatest concerns regarding existing housing conditions are related to preserving the present environment.

The City desires to encourage the continued development of high-quality housing in a manner consistent with historical patterns and designs, that is, the provision of a range of housing types and densities with associated amenities such as landscaping and recreational facilities. It is confident

that the unique qualities that initially attracted its present residents will endure.

Recognizing the financial and practical constraints on the City's ability to provide affordable housing, the City's housing program is primarily oriented towards those measures which can be accomplished at the local level. Because of the City's recent incorporation, several of the actions involve the commencement of programs which will further the provision of housing in the long term. All actions will be undertaken by City staff.

## **HOUSING POLICIES AND IMPLEMENTATION MEASURES**

### **Accessibility to Housing**

#### **Policy:**

1. Promote accessibility to housing opportunities by all households, regardless of race, color, religion, sex, marital status, age, household size or physical disability.

#### **Implementation Measures:**

1. Through the planned development permit process, encourage a mix of housing types within larger development proposals and the provision of a range of unit sizes, including designs for single-person households and large families.
2. Permit the development of congregate housing (units with common cooking and dining facilities, and separate living quarters) in order to provide affordable housing opportunities for senior citizens.
3. Allow the use of construction and siting techniques which would result in lower housing costs but would preserve the City's overall residential character.
4. Require the provision of children's play areas in multi-family projects containing units which are likely to be occupied by families.
5. Continue to protect tenant interests through enforcement of the City's rent control ordinance.
6. Support the formation and efforts of bona fide nonprofit organizations and citizens groups who are eligible to apply for federal and state housing funds and who may sponsor proposals to provide affordable housing.
7. Upon receipt of a bona fide request for an affordable housing project, investigate the possibility of utilizing municipal bonds to finance affordable housing.
8. Target the primary thrust of state or federal public funds invested in addressing affordable housing needs towards lower-income households.

9. Grant a density bonus of not more than 25% of the maximum allowable density or provide incentives of equivalent financial value for projects qualifying under Government Code Sections 65915-65918 (mandatory density bonus), subject to the following conditions:
  - a. That prior to issuance of any zone clearance related to the project, the developer shall enter into an Affordable Agreement, the contents of which shall include but not be limited to unit price, phasing, outreach methods, deed restrictions and sale of units to non-target income households.
  - b. That required affordable units shall be provided equally within each development phase.
  - c. That units targeted as affordable may be sold to non-target income households beginning six months after the date sales first begin within that development phase, following a report to the City on the number of affordable units remaining unsold to target income households. The developer shall contribute 3% of the sales price to the City for use in its Affordable Housing Program for each affordable unit sold thereafter to a non-target income household.
  - d. That the developer shall undertake an outreach program for the purpose of notifying potential target income households of the availability of affordable units. Said program shall be in a form and of a duration acceptable to the City.
  - e. That there shall be no physical differentiation between required affordable and other units, including exterior treatment or internal unit design.
  - f. That the developer shall contract with an organization approved by the City to screen potential buyers and tenants to ensure that they meet the target income group criteria.
10. Permit density bonus units to be transferred to another location under the following conditions:
  - a. The receiver site shall be defined, and the transfer request shall be included, in the development application for the donor site.
  - b. An environmental assessment shall be performed for the receiver site, analyzing the potential impacts of the transfer.
  - c. A legal instrument, of a form acceptable to the City, shall be recorded for the receiver site, which contains the conditions of the transfer.
  - d. The total number of units ultimately permitted on the receiver site may not exceed the maximum limits permitted by General Plan policies.

11. Permit second units to be constructed on parcels with an existing single-family residence, in accordance with the provisions of SB 1534.
12. Continue the existence of a committee to evaluate the impact of the proposed conversion of Oak Forest Mobile Estates to a condominium form of ownership on its residents, and to recommend to the City Council measures designed to minimize identified impacts. Relocation assistance should be given to those tenants not intending to purchase their site and purchasing terms should be extended to existing residents which are more favorable than those to be offered to the public.

#### Minimization of Housing Costs

##### Policy:

1. Minimize the impact of the City's development processing on housing costs.

##### Implementation Measures:

1. During formulation of the City's development processing system, give consideration towards its impact on housing costs and evaluate all new requirements in terms of their impact on costs.
2. Expedite the processing of projects proposing the construction of affordable housing.

#### Provision of Range of Housing

##### Policy:

1. Provide a range of residential styles, locations and densities.

##### Implementation Measure:

1. The Land Use Map of the General Plan provides for the development of a range of residential styles, locations and densities within the City.

#### Compatibility of Uses

##### Policy:

1. Ensure the compatibility of new development with existing residential uses.

##### Implementation Measures:

1. Through the design review process, require new development adjacent to existing residential uses to be compatible in terms of scale and design with the prevailing character of the established neighborhood.
2. Where appropriate, require the formation of a homeowners' association and the formulation of codes, covenants and restrictions (CC&Rs) which provide for the following (where applicable):

- a. Maintenance and use of common areas
  - b. Maintenance of walls and fences
  - c. Maintenance of landscaped areas, including public parkways
  - d. Parking controls
  - e. Prohibition of roof-mounted equipment (excepting solar energy systems)
  - f. Prohibition of garage conversions, except where adequate provision for parking is made
  - g. Limitations on recreational vehicle parking and storage of boats
3. Require the provision of private open space for all units.
  4. Require the design of affordable housing projects to complement the character of the surrounding area and to not be artificially separated from the community.
  5. Ensure that affordable units required for a project receiving a density bonus do not differ in appearance from market rate units of the same model.

#### Maintenance of Housing

##### Policy:

1. Encourage the continued high maintenance levels currently in practice.

##### Implementation Measure:

1. Support the enforcement of neighborhood covenants, codes and restrictions which maintain the community's appearance.

#### General Plan Consistency

##### Policy:

1. Ensure that new residential development is consistent with the plans and policies of the General Plan.

##### Implementation Measures:

1. Require a planned development permit for all new residential construction in order to guarantee the adequacy of building arrangements, parking and circulation, landscaping, signs and architectural treatment, and to ensure compliance with all General Plan plans and policies.
2. Require a project's density to be no less than 75% of the assigned maximum number of units for the site in order to ensure that the potential for providing housing as envisioned in the General Plan is utilized to the greatest extent possible.
3. Evaluate the adequacy of housing data, policies and programs, and the progress towards implementing the housing program, on an annual basis; revise as necessary to reflect changing conditions.



# Chapter Two

# **Infrastructure and Community Services**

## GOALS

To provide for the efficient movement of people, goods and services throughout the City.

To ensure that adequate levels of community services are maintained.

To provide a park and recreation system which meets the needs of existing and future City residents.



## CHAPTER TWO

### INFRASTRUCTURE AND COMMUNITY SERVICES

This chapter contains policies and measures directed at providing infrastructure, community services and facilities which are adequate to meet the needs of present and future City residents.

The master-planned nature of the City has resulted in the provision of infrastructure which can readily accommodate its full build out. All water mains, sewer lines and streets were initially designed to serve the ultimate population and commercial and industrial uses envisioned for the community of Westlake Village (within both the Cities of Thousand Oaks and Westlake Village). However, a comparison of the number of projected units shown on the original master plan for the entire South Ranch area of Westlake Village (south and west of Hampshire and Triunfo Canyon Roads) to the actual number of existing and potential units indicates that only an estimated 40% of buildout will ever occur. Under the City's General Plan, only 27% of the planned South Ranch units within the city limits could be developed. Therefore, no capacity problems are anticipated by any of the utilities and agencies serving the City in providing for its ultimate needs.

A discussion of City policies related to the conservation of energy and water are discussed in Chapter Three, Section E.

The following topics are addressed in this chapter:

- Circulation
- Utilities
- Institutional Facilities
- Public Safety
- Recreation

## A. CIRCULATION

This section contains policies and measures directed at providing for the efficient movement of people, goods and services throughout the City in a manner which minimizes the effects of traffic on City residents. In addition to accommodating the private automobile, provisions are made for alternative modes of transportation, such as the bus and bicycle. The projections and analyses in this chapter have taken into consideration buildout of the City under the General Plan's land use designations and traffic contributed to the City's circulation system by outside sources.

### 1. EXISTING CIRCULATION SYSTEM

Characteristic of all infrastructure systems which were designed to serve the ultimate needs of the City, its established circulation network currently provides for a high level of service. Six arterials serve as the major means of movement to businesses, employment centers, neighborhoods and the Ventura Freeway. Direct access to residences is generally provided by gently-winding two-lane roadways. The six-lane freeway divides the City in a roughly east-west direction, and functions as the major travel corridor to the Los Angeles metropolitan area to the east, and Ventura County to the west.

Streets are well maintained and show few signs of deterioration. Significant portions of the City's arterials have landscape medians which are presently planted or for which provision has been made for future planting (islands are already installed). Many of the local streets are characterized by an attractive tree-lined appearance.

#### City Arterials

The City's six arterials are depicted on Figure 14. The characteristics of each are shown in Table 8 and described below. Traffic volumes (1983) are set forth in Table 9 and Figure 15.

- Thousand Oaks Boulevard - This major highway has historically served as the focus of commercial activities in the area and functioned as the region's primary traffic route prior to completion of the Ventura Freeway, which it parallels on the north. The boulevard presently extends some eight miles from Moorpark Road (City of Thousand Oaks) to Kanan Road (City of Agoura Hills). Current traffic volumes are very low and are primarily attributed to the City's Westlake Canyon Oaks neighborhood and the Lake Lindero neighborhood of the City of Agoura Hills. Some traffic is associated with the business park which it borders on the north.
- Via Colinas - Although functioning as a "local" street, this roadway has been constructed to secondary highway standards. It is primarily used by the surrounding business park and as a connection between Thousand Oaks Boulevard and Lindero Canyon Road.
- Agoura Road - This major highway serves as a major traffic corridor for the master planned community of Westlake Village (both the Cities of Thousand Oaks and Westlake Village). Much of the community's commercial and industrial activities center on this arterial, which parallels the Ventura Freeway on the south. It is also used by residents of both cities

Figure 14

## EXISTING ARTERIALS

- (M) Major Arterial
- (S) Secondary Arterial
- (4) Number of Lanes
- Intersection Signalized

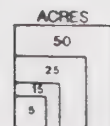
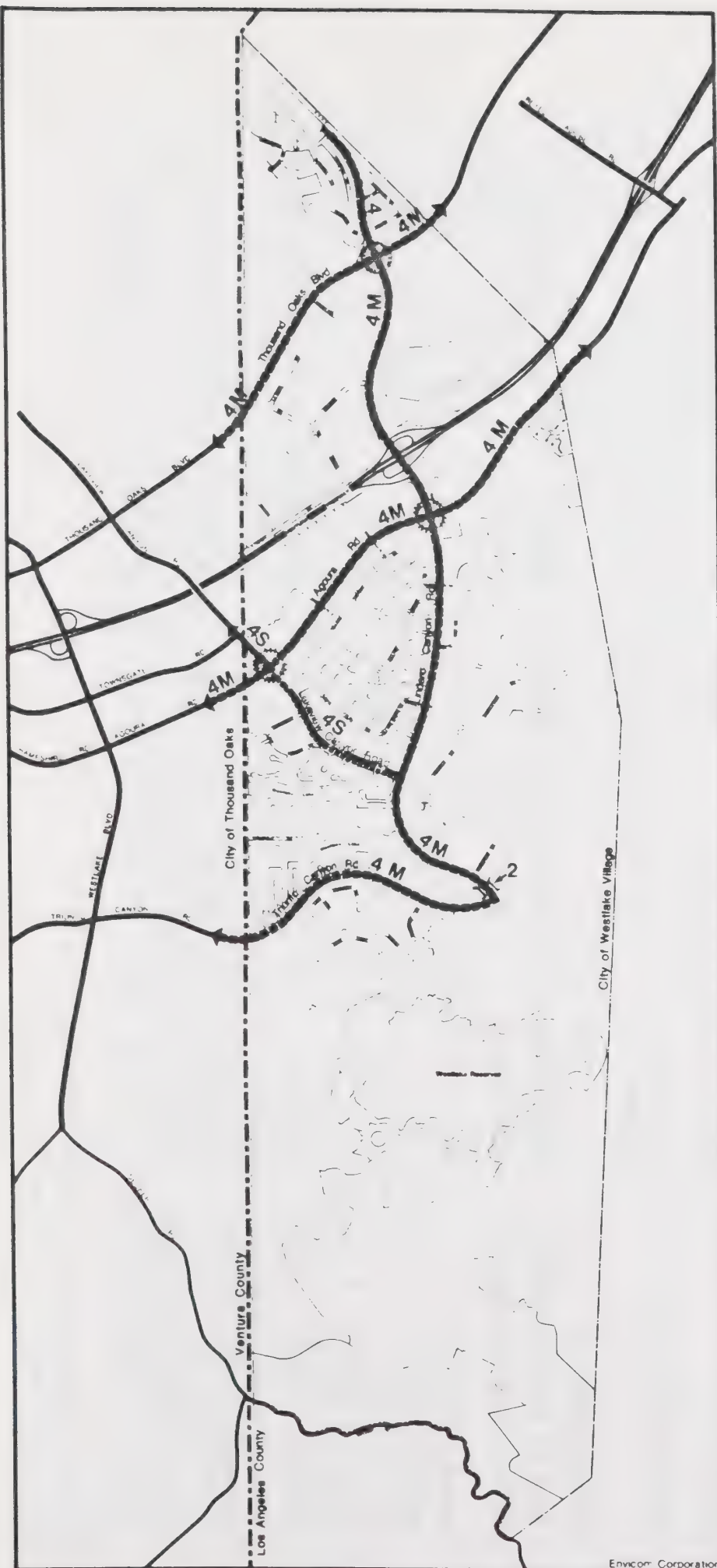


TABLE 8  
CHARACTERISTICS OF CITY ARTERIALS

Arterial	Classification <sup>1</sup>	Total ROW	Existing Paved ROW	Ultimate Paved ROW	Median	Bike Lane
Thousand Oaks Blvd.	Major Highway	100 ft.	84 ft.	84 ft.	16 ft.	Class II
Via Colinas	Local Street	84 ft.	64 ft.	64 ft.	-	-
Agoura Rd.	Major Highway	108 ft.	88 ft.	88 ft.	16 ft.	Class II
Lakeview Canyon Rd.	Secondary Highway	84 ft.	64 ft.	64 ft.	-	Class II
Triunfo Canyon Rd.						
West of Lindero Canyon	Major Highway	100 ft.	84 ft.	84 ft.	16 ft.	Class III
East of Lindero Canyon	Collector	100 ft.		44 ft.	-	-
Lindero Canyon Rd.	Major Highway					
North of Agoura to Hedgewall		100 ft.	84 ft.	84 ft.	16 ft.	Class II
South of Agoura to 70' south of Lakeview Canyon		108 ft.	88 ft.	84 ft.	16 ft.	Class II
70' south of Lakeview Canyon to 3,070' south of Lakeview		100 ft.	34 ft.	84 ft. <sup>2</sup>	16 ft.	Class III
3,070' south of Lakeview Canyon to Triunfo Canyon		100 ft.	40 ft.	84 ft. <sup>2</sup>	-	Class III

<sup>1</sup>Los Angeles County Master Plan of Highways

<sup>2</sup>Final design subject to outcome of design plan

TABLE 9

TRAFFIC VOLUMES AND LEVELS OF SERVICE -  
EXISTING (1983) AND FUTURE (BUILD OUT)

Arterial	Existing Conditions		Future Conditions	
	Traffic Volumes (ADT)	Level of Service	Traffic Volumes (ADT)	Level of Service
Thousand Oaks Blvd				
W. of Via Colinas	3,300	A	14,000	A
Via Colinas to Lindero Canyon	3,100	A	13,000	A
E. of Lindero Canyon	4,200	A	13,000	A
Via Colinas	3,000	A	6,000	A
Lindero Canyon Road				
N. of Thousand Oaks Blvd.	1,600	A	21,000	C
Thousand Oaks to Via Colinas	3,900	A	28,000	B
Via Colinas to freeway	12,000	A	33,000	D
Freeway to Agoura	16,000	B	25,000	D
Agoura to Rustic Oak	8,600	A	17,000	B
Rustic Oak to Lakeview Canyon	7,600	A	15,000	A
Lakeview Canyon to Ridgeford	4,400	A	15,000	A
Ridgeford to Triunfo Canyon	4,000	A	14,000	A
S. of Triunfo Canyon	--		3,000	A
Agoura Road				
W. of Lakeview Canyon	14,000	A	17,000	B
Lakeview Canyon to Lindero Canyon	10,000	A	13,000	A
E. of Lindero Canyon	7,900	A	13,000	A
Lakeview Canyon Road				
N. of Agoura Road	6,200	A	8,000	A
Agoura to Watergate	8,800	A	13,000	A
Watergate to Lindero Canyon	4,300	A	8,000	A
Triunfo Canyon Road				
W. of Three Springs	4,400	A	9,000	A
Three Springs to Lindero Canyon	4,400	A	11,000	A
E. of Lindero Canyon	1,000	A	2,000	A



to access the freeway. After passing through the City, Agoura Road continues to the east through the City of Agoura Hills. Present traffic flows are moderate.

- Lakeview Canyon Road - This secondary highway functions primarily as access to residences within the City and to Westlake Community Hospital and as a link between Agoura Road and Lindero Canyon Road. Current traffic flows are low south of Watergate and moderate north of Watergate. A frontage road parallels Lakeview Canyon between Watergate and Lindero Canyon to provide internal circulation for the adjacent neighborhood.
- Triunfo Canyon Road - This major highway mainly serves residences in the area and provides freeway access via Lindero Canyon Road. Existing traffic volumes are low. A frontage road parallels Triunfo Canyon between Mainsail and Capstan Circles to provide internal circulation for the adjacent neighborhood. The paved roadway presently terminates within the City just east of Lindero Canyon Road.
- Lindero Canyon Road - This major highway serves as a major traffic corridor for both local traffic (south of Agoura Road and north of Thousand Oaks Boulevard) and traffic related to the business parks north and south of the freeway. Its intersection with the Ventura Freeway is the City's only direct connection to the freeway. Lindero Canyon currently terminates north of Hedgewall within the city limits (north of the Westlake Canyon Oaks neighborhood) and at Triunfo Canyon Road on the south. Present traffic volumes range from extremely light north of Thousand Oaks Boulevard to moderate levels between Via Colinas and Agoura Road.

#### Local Streets

Local, residential streets generally range from 46 to 64 feet in width. Many of the City's single-family homes are located on cul-de-sacs and are thereby protected from the hazards and noise of through traffic. Most multi-family development is served by private, internal streets.

#### Traffic Controls

Three traffic signals are located within the City at the following intersections: 1) Thousand Oaks Boulevard/Lindero Canyon Road, 2) Agoura Road/Lindero Canyon Road, and 3) Agoura Road/Lakeview Canyon Road. Other arterial intersections and arterial/side street intersections are currently controlled by stop signs.

#### Truck Traffic

The City presently has relatively small volumes of truck movements and, except for direct deliveries of residential goods, most of these flows are between commercial and industrial establishments and the Freeway. This condition is expected to continue into the future.

#### Public Transportation

Public transportation at present consists of bus service provided by the Southern California Rapid Transit District (SCRTD). Two lines, Numbers 161 and 423, now operate via Agoura Road, Lindero Canyon Road and Lakeview Canyon Road. Thousand Oaks Transit service also touches

the City at the intersection of Lakeview Canyon and Agoura Roads; therefore, inter-company transfers are possible. These transit routes are shown on Figure 13.

The SCRTD Line 423 service consists of three buses inbound to downtown Los Angeles on normal weekday mornings and three outbound buses in the afternoons. These trips require approximately one and one-half hours. The Line 161 service is between Westlake Village and Canoga Park and essentially is an hourly service between 7:00 a.m. and 7:00 p.m. on weekdays only. The buses assigned to both these SCRTD routes are accessible to the handicapped. The Thousand Oaks Transit service passes the intersection of Lakeview Canyon Road and Agoura Road six times a day, two in each of the peak periods of flow and two mid-day.

### Bikeways

Bikeways are classified and defined in three categories -- bike paths (Class 1) are separate pathways completely separated from the travelled roadways, typically used in major parks or along streambeds; bike lanes (Class 2) are delineated lanes on the street system designated for bicycle use only; and bike routes (Class 3) are signed routes only along the public street system.

As shown on Figure 16, Class 2 or 3 bikeways are provided along most of the City's major streets. Class 3 bikeways are planned to be upgraded to Class 2 in the future as vehicular traffic volumes increase and it becomes advisable to prohibit on-street parking.

### Parking

Off-street parking has been provided throughout the City as part of each development project, therefore, no parking problems are apparent. In multi-family residential areas, guest parking is available in addition to private assigned spaces. On-street parking along arterials is generally prohibited, which permits the parking lane areas to be used for biking and jogging.

### Pedestrian Access

Pedestrian traffic is generally well accommodated within the City. Sidewalks are provided on one side of all arterials, separated from the road by a parkway. Single-family detached development is usually served by sidewalks immediately adjacent to the curb on both sides of the street, however, sidewalks do not exist in the custom home areas of the City. Pedestrian access within multi-family development is provided by paths which meander throughout each project.

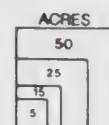
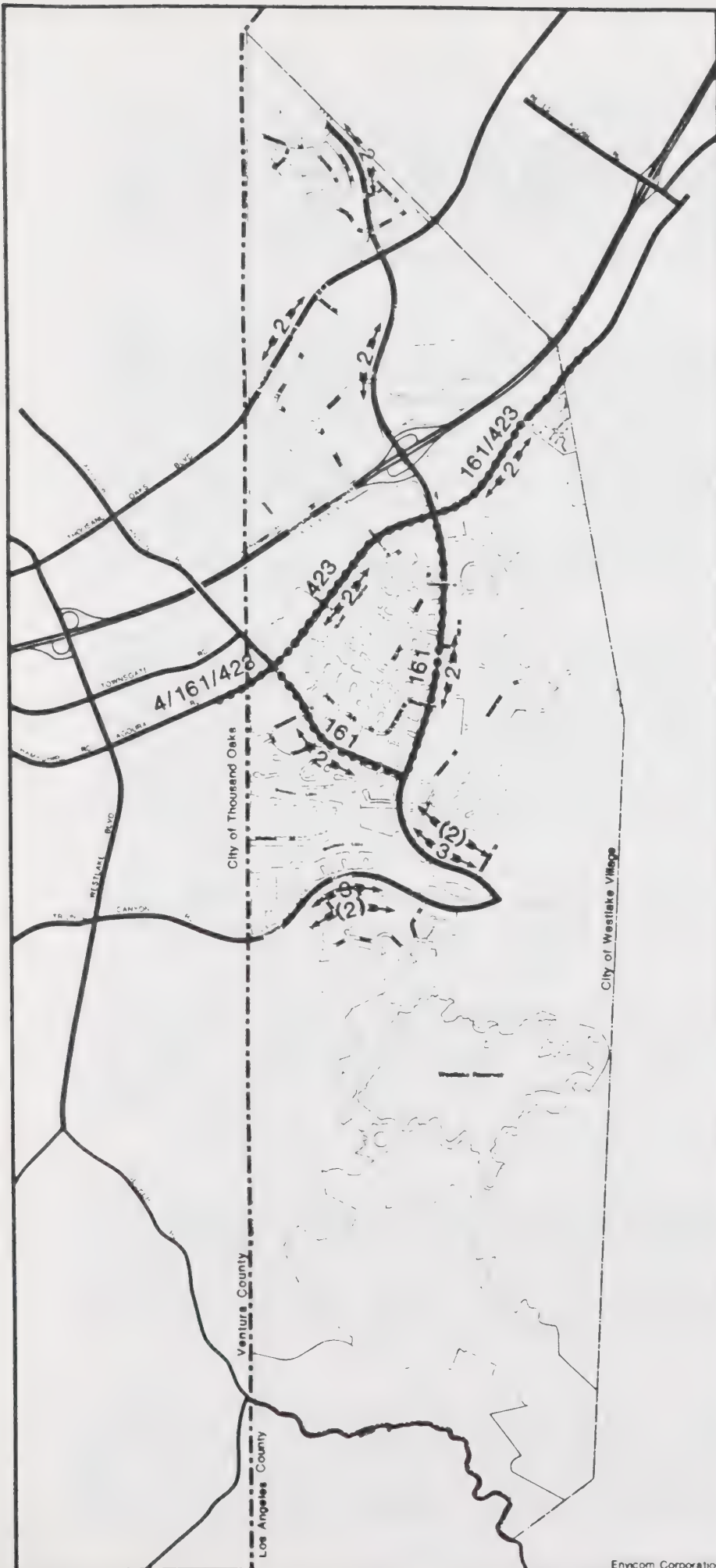
### Service Levels

All City arterials operate under free flow conditions, well within their capacities. Congestion is limited to a few intersections at peak hours, in particular, the freeway interchange off-ramps and the Lindero Canyon/Agoura Roads intersection.

Figure 16

## TRANSIT ROUTES AND BIKE WAYS

- 161  
..... Transit Routes  
(and Route Numbers)
- ↔2↔ Bike Ways  
(and Class)
- ↔(2)↔ Future Bike Ways  
(and Class)



## 2. FUTURE TRAVEL DEMANDS

As future development occurs both within the City's boundaries and in external areas, traffic moving to and from this new or expanded development will increase. Consideration, therefore, must be given to projecting future traffic flows in relation to needed roadway improvements if future travel conditions are to be maintained in a satisfactory manner.

### Travel Projections

Although much of the City's usable land area has been developed, build out under the General Plan will result in approximately 1,600 additional dwelling units and 2,700,000 added square feet of commercial/industrial area. The development projections by area are presented in Table 10, along with the amount of estimated daily traffic volumes expected to be generated by each area. The greatest number of additional trips would be generated by development of Area 4, with nearly 30,000 trips per day expected. The next largest generators would be Area 11 with about 480 single-family dwelling units and 5,800 trips per day, and Area 5 with 580,000 square feet of business park space and 4,400 trips per day.

The projected daily traffic volumes from each General Plan area have been assigned to the existing street system to determine future traffic volumes on each major street. To avoid double counting of local trips, the total number of projected trips was discounted by 15%. (The Los Angeles Regional Transportation Study indicates that between 13 to 18% of all trips are local in nature, that is, to schools, parks, shopping centers, social activities, etc.) Additionally, in order to account for normal growth in traffic, a 1% per year increase in existing traffic was applied through the year 2000.

Assignment of the resulting traffic volumes was accomplished on the basis of type of use, location, and the freeway orientation of uses. A composite future travel projections map is presented in Figure 17.

In large part, the residential elements of the community are oriented to the freeway and to major commercial and recreation facilities. The residential community serves primarily as a bedroom community to the Los Angeles metropolitan area and therefore displays a heavy freeway orientation with major directional travel movements to and from the east. Future residential development can be expected to continue this orientation.

The proposed commercial and industrial areas will be expected to attract trips to and from the surrounding residential community as well as from more distant residential centers. In the case of Area 4, projected to consist primarily of community and subregional commercial and business park uses, the travel patterns will have a high freeway orientation. Other commercial sites supporting neighborhood commercial uses would exhibit a more local pattern.

As shown in Table 9, traffic volumes are expected to increase most significantly on Lindero Canyon Road due to the fact that a substantial portion of future trips will utilize this corridor to access the freeway and Agoura Road. With the extension of Lindero Canyon northerly into the City of Thousand Oaks and Ventura County, external traffic from the Oak

TABLE 10  
TRAFFIC GENERATION ASSOCIATED  
WITH GENERAL PLAN BUILDOUT

Area <sup>1</sup>	Projected Land Use	Potential Units	Potential Square Footage	Daily Trip Rate <sup>2</sup>	Estimated Daily Traffic Generation
1	General Commercial	-	20,000	60.0	1,200
2	Office Commercial	-	100,000	14.0	1,400
3	Business Park	-	510,000	7.5	3,820
4	Multi-family Residential	300	-	6.0	1,800
	General Commercial	-	454,000	45.0	20,430
	Business Park	-	960,000	7.5	7,200
5	Business Park	-	580,000	7.5	4,350
6	Multi-family Residential	64	-	6.0	384
7	General Commercial	-	68,000	60.0	4,080
8	Single-family Residential <sup>3</sup>	4	-	12.0	48
9	Office Commercial		40,000	14.0	560
10	Multi-family Residential	320 <sup>3</sup>	-	6.0	1,920
	Single-family Residential	165 <sup>3</sup>		12.0	1,980
11	Single-family Residential	481	-	12.0	5,772
12	Single-family Residential	1	-	12.0	12
13	Single-family Residential <sup>3</sup>	90	-	12.0	1,080

<sup>1</sup> See Figure 12 (Chapter One) for area locations.

<sup>2</sup> Based on trips per unit or per 1,000 square feet gross area.

<sup>3</sup> Assumed for trip generation purposes only.



Figure 17

## FUTURE DAILY TRAFFIC VOLUMES (GENERAL PLAN BUILD-OUT)

(10,000 Daily Traffic Volumes)



SCALE  
0 50 100 150 200 Feet  
0 50 100 150 200 Meters



Park/North Ranch area would also contribute approximately 17,000 vehicles per day to Lindero Canyon north of Thousand Oaks Boulevard. About 10,000 of these vehicles would be expected to use Lindero Canyon between Thousand Oaks Boulevard and the freeway.

### Future Travel Conditions

The existing street system, for the most part, should be adequate to carry the anticipated future traffic volumes. Two primary improvements will be required involving the widening of Lindero Canyon Road and the Lindero Canyon Road bridge north of Triunfo Canyon. Several proposed traffic signal locations are also expected (see following section).

The term Level of Service (LOS) is generally used to define the quality of traffic flow over specific street or road segments or through individual intersections. LOS's express relationships between the volumes of present or anticipated traffic and the ability of road networks to carry them. For planning purposes, comparisons of volumes to capacities for road segments are generally used rather than those for intersections. This is due to the fact that the calculation of intersection LOS's requires detailed data regarding the numbers of vehicles moving on each intersection approach and the percentages of these vehicles making turning movements, which is seldom known for future travel conditions. A description of the six standard levels of service for road segments is shown on Table 11, along with the roadway capacities for each level of service.

Based on the level of service definitions and roadway levels of service, the estimated future LOS's on various segments of the City's major streets can be calculated and are shown in Table 9. As indicated, most segments are expected to operate with satisfactory travel conditions, with no roadway expected to experience severe congestion if the improvements recommended below are implemented.

### Street Standards

The design of future street improvements will be guided by the standards contained in Table 8 and the street cross sections shown in Figure 18. The actual design details of future streets will also depend on anticipated volumes and the existing circulation pattern. The typical rights-of-way and paved roadway requirements for each street classification are summarized below:

<u>Street Classification</u>	<u>Right-of-Way</u>	<u>Roadway</u>
Local	50-60 ft.	30-36 ft.
Collector	60-64 ft.	40-44 ft.
Secondary Highway	84 ft.	68 ft.
Major Highway	100-108 ft.	84-88 ft.

The function of each type of street can be described as follows:

Local - Local streets are the smallest in the hierarchy of roadway classifications. They are designed to serve individual projects or neighborhoods.

TABLE 11

LEVEL OF SERVICE DESCRIPTIONS  
AND ROADWAY CAPACITIES

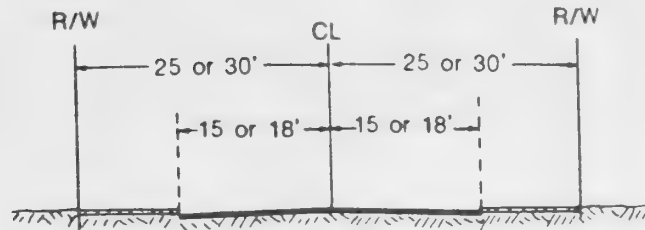
Level of Service (LOS)	Description of Travel Conditions	Daily Roadway Capacities		
		2 Lanes	4 Lanes	6 Lanes
A	No physical restriction on operation speeds	7,000	15,000	25,000
B	Stable flow with few restrictions on operating speed	8,000	18,000	28,000
C	Stable flow with more restrictions on speed and lane changing	10,000	22,000	32,000
D	Approaching unstable flow, little freedom to maneuver and short periods of heavy restrictions on flow	12,000	26,000	35,000
E	Unstable flow, low operating speeds and some momentary stoppages	14,000	28,000	38,000
F	Forced flow operations at low speeds where the highway acts as a storage area and there are many stoppages	14,000	28,000	38,000

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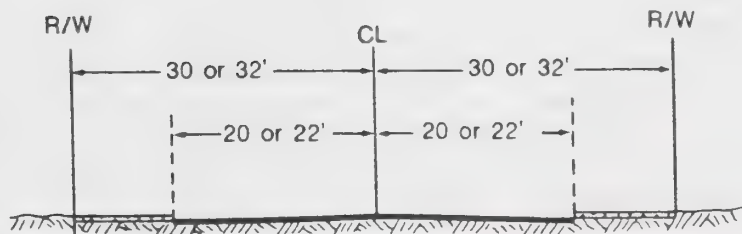
Source: Highway Capacity Manual and Greer & Co.

Figure 18

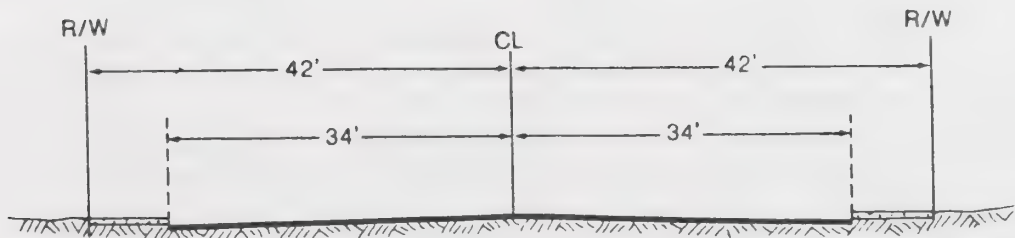
## STREET CROSS SECTIONS



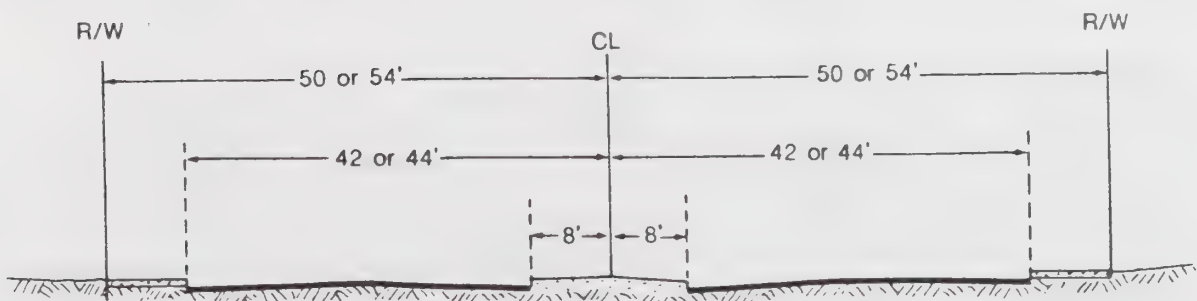
Local Street



Collector Street



Secondary Highway



Major Highway

Collector - Collector streets connect local streets to secondary highways. Several areas or neighborhoods may be accessed by a collector street.

Secondary Highway - Secondary highways represent the smallest of the arterial highway classifications. They carry traffic around the perimeters of major urban development units. They generally provide four travel lanes and a parallel parking lane on each side. These roadways are usually "through" streets enabling traffic to easily cross large areas of the City. Individual lot access is generally restricted from secondary highways.

Major Highway - Major highways are designed to carry high traffic volumes and provide connections between population and employment centers.

#### Projected Improvements to Existing Roadways

In order to accommodate the levels of traffic expected to occur at build out under the General Plan in an acceptable manner, improvements will be needed in certain areas of the City's circulation system (see Figure 19). The improvements discussed in this section are based on the land use projections shown in Table 10; the traffic impacts associated with actual development proposals should be evaluated at the project level to determine the timing and design of specific improvements.

It appears that the widening of Lindero Canyon Road between Thousand Oaks Boulevard and the Ventura Freeway will be required from four to six lanes to accommodate anticipated volumes. This may be accomplished through the narrowing of the landscape median, restriping and/or the acquisition of additional right-of-way. The level of service projected for this segment will be LOS "D" between Via Colinas and the Ventura Freeway and LOS "B"- "C" between Via Colinas and Thousand Oaks Boulevard.

Another segment which will require widening is the Lindero Canyon Road bridge over the outlet from Westlake Dam. If left as two lanes, the level of service is projected to be LOS "E"- "F". When widened to four lanes, the LOS would improve to "A". In addition, if left as only two lanes, this would be the only segment of the City's primary street system that would not provide at least four lanes. Therefore, the widening is necessary both due to projected traffic volumes and the incongruity of leaving the bridge as a two-lane facility. In conjunction with the future improvement of Triunfo Canyon Road east of Lindero Canyon, this widening would also improve the roadway curve in this area. A detailed engineering study of needed improvements for the reconstruction of the intersection will be required to determine the most desirable alignment and related costs.

In addition to the above roadway improvements, it is anticipated that new traffic signals will eventually be required on Lindero Canyon Road at its intersections with Lakeview Canyon Road, the east- and west-bound exit ramps from the Ventura Freeway, Via Colinas, Triunfo Canyon and at a location between Via Colinas and Thousand Oaks Boulevard. The specific location for this latter signal will depend upon Area 4's development plan. To the maximum extent possible, it should be located approximately mid-way between Via Colinas and Thousand Oaks Boulevard. A signal will

Figure 19

## CIRCULATION PLAN

4 — Projected Lanes Required

(4)—Existing Lanes

● —Future Signal Locations

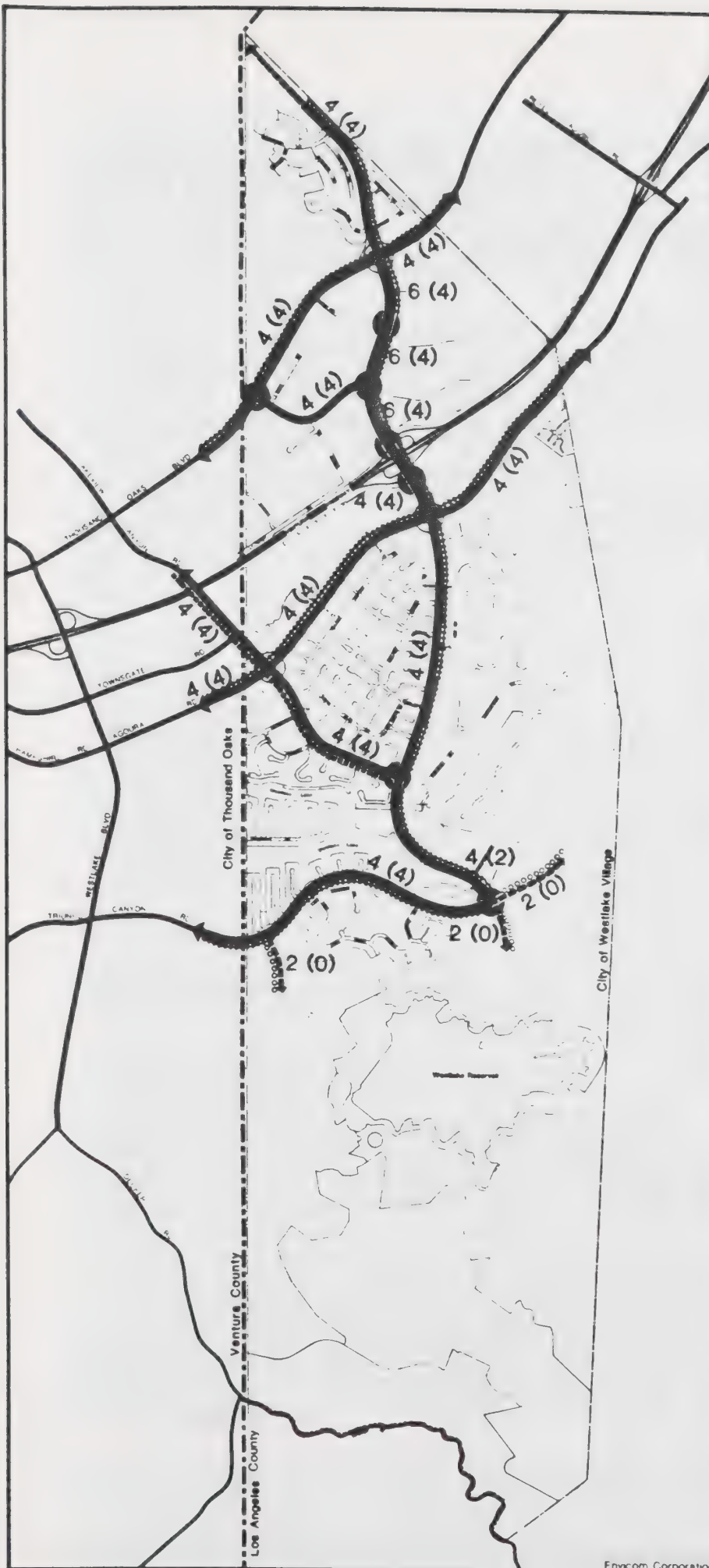
○ —Existing Signal Locations

--- Future Road Extensions

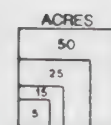
----- Major Highway

----- Secondary Highway

..... Collector



Envicom Corporation



SCALE

0 2000 Feet  
0 600 Meters



also ultimately be needed at the Thousand Oaks Boulevard/Via Colinas intersection. Existing stop signs should provide adequate control at the City's other presently non-signalized intersections. Lane configuration revisions and additional prohibitions of on-street parking, however, will be required as traffic volumes increase at both signalized and non-signalized intersections.

It is also anticipated that increasing traffic volumes may ultimately require dual left-turn lane capability and possibly a separate right-turn lane at the major intersections along Lindero Canyon Road, namely, Thousand Oaks Boulevard, the access signal to Area 4, Via Colinas, the eastbound and westbound freeway off-ramps, and Agoura Road. Additional right-of-way should be provided on intersection approaches at those locations wherever possible as new development is undertaken. The right-of-way widths on the six-lane approaches should be 120 feet (in lieu of 100 feet), with 100-foot rights-of-way for the four-lane approaches (in lieu of 84 feet).

#### Future Road Extensions

Several extensions of existing arterials will be required to accommodate future development in the City and in the area. The Los Angeles County Master Plan of Highways provides for the extension of Lindero Canyon Road northerly as a major highway from its present terminus at Hedgewall Lane. This extension has been a major master-planned street to serve area development for many years. Extensive planning has been conducted and approved based on the extension of this street. This extension will eventually connect with Valley Spring Drive in order to provide secondary access to the North Ranch and Oak Park areas as well as to the City's commercial and business park facilities on Lindero Canyon.

Triunfo Canyon Road currently terminates several hundred feet east of Lindero Canyon Road within the City. The paved segment east of Lindero Canyon varies from 14 to 30 feet in width and functions as the only access to Oak Forest Mobile Estates. Records indicate that a 100-foot right-of-way has been dedicated for Triunfo Canyon Road from Lindero Canyon easterly to the City limits because the County's Master Plan designates the road as a limited secondary highway, with a proposed right-of-way width of 64 to 80 feet. Outside of the City, Triunfo Canyon is improved from Kanan Road westerly to just outside of the City. It is anticipated that the uncompleted section in the County's jurisdiction will be constructed as part of development in the area.

Based on the limited development expected to occur in this area and the low projected traffic volumes, any extension of Triunfo Canyon east of Lindero Canyon should be designed as a collector street with a roadway width of 44 feet (64-foot right-of-way). Further, in order to preclude its connection with the roadway section outside of the City, and ultimately Kanan Road, any extension of Triunfo Canyon should terminate as a public roadway within the City limits.

The County's Master Plan of Highways also calls for the extension of Lindero Canyon Road south of Triunfo Canyon Road to Decker Road as a secondary highway. This connection is inappropriate and unnecessary, considering the area's steeply-sloping terrain, the fact that the road

would have to traverse a wide expanse of reservoir watershed and the likelihood that development in this area will be clustered near Triunfo Canyon Road and the reservoir.

Therefore, any extension of Lindero Canyon Road south of Triunfo Canyon Road should be designed to collector street standards and only serve the development anticipated in the area. It will be important to incorporate in the street design of future development adequate access for emergency and evacuation purposes, either through the local street system or by emergency accessways. The same considerations should be taken into account in the design of the primary roadway expected to serve the Three Springs area, which should be constructed to collector street standards.

### Public Transportation and Carpooling

The City's present public transportation service is expected to remain basically "as is" in the future. The RTD Line 423 service to downtown Los Angeles, however, has increased from one to three trips in the last two years and future improvements in this service may take place as the City population and work force grow. New bus service to the proposed major commercial and industrial areas also may become appropriate as these developments take place.

Commuter parking now occurs near the freeway interchanges as commuters pool together. Consideration should be given to the expenditure of Proposition A funds for the construction of additional commuter parking facilities to encourage this activity. The City's Proposition A funds will be approximately \$75,000 annually for the near future.

### Bikeways

As indicated previously, it will be necessary to upgrade Class 3 bikeways to Class 2 as vehicular traffic volumes increase and it becomes advisable to prohibit on-street parking. Bike lanes should be provided on future streets in a manner consistent with past practices.

## **3. IMPROVEMENT FUNDING**

The major sources of funds for street related improvements not paid for by private developers (private development normally accounts for a good portion of street improvements) are the State gasoline tax and the Federal Aid Urban System Program. Funds for public transit purposes can be derived from the Local Transportation Fund (SB 325) and the Federal Urban Mass Transportation Act. Expenditures for the construction of bikeways can also be financed with SB 325 funds and from special funds made available through State legislation. The expenditure of all Federal and State funds requires prior approval of a Transportation Improvement Program by the Los Angeles County Transportation Commission, the Southern California Association of Governments, and certain state and federal agencies.

The following is a summary of the various funding programs available to the City:

Gas Tax. This tax is a State-administered subvention to the City of a portion of the tax collected on gasoline. These funds are expected to

provide the main support for the City's street construction program. These funds may also be used for street maintenance.

Federal Aid Urban System. Funds are apportioned by the State to the urbanized area of the County. Funds are then obligated for individual projects within the urbanized area of the County based upon a priority ranking. Funds must currently be matched on an 83% Federal, 17% local ratio.

Federal Highway Safety Act. Under this act, the City is eligible to participate in the following programs: High Hazard Safety, Roadside Obstacles and the Safer Off-Systems Roads programs.

Quarter-cent Sales Tax (SB 325). Funds obtained through this source must be used for public transportation and for right-of-way acquisition and construction of major streets and roads. Funds may only be expended for public transportation purposes unless there are no "unmet" transit needs within the jurisdiction. The SB 325 funds can be used to defray operating as well as capital costs of transit services in the City (Federal Urban Mass Transportation Act monies can also be used for both capital and operating expenses).

Proposition A Funds. The proceeds from this one-half cent sales tax are used to finance a Transit Development Program in Los Angeles County. This program is administered by the Los Angeles County Transportation Commission. The City's Proposition A funds will be approximately \$75,000 annually for the near future.

## ***CIRCULATION POLICIES AND IMPLEMENTATION MEASURES***

### Circulation Adequacy/Accessibility

#### Policy:

1. Provide for the efficient movement of people, goods and services within the City and to and from major destinations outside the City.

#### Implementation Measures:

1. Utilize Chapter Two, Section A as the City's Master Plan of Streets and Highways in order to accommodate projected future traffic levels.
2. Implement roadway improvements in accordance with the master plan as development occurs.
3. Coordinate local transportation systems with existing and planned regional systems and participate in the planning of these systems.
4. Develop a five-year priority major street improvement program with concurrent maintenance of existing roadways.
5. Improve street service and traffic safety levels through traffic engineering techniques to make full use of existing roadway capacity.

6. Base street widths to improve traffic flow on performance criteria rather than absolute standards. A flexible approach whereby the street is designed to fit an individual situation shall prevail over the blanket application of a uniform design standard.
7. Consider all alternatives for increasing street capacity before resorting to physical street widening.
8. Periodically review current traffic volumes and the actual pattern of development to coordinate, program and as necessary, revise road improvements.
9. Establish a program for uniform street lighting and signage.
10. Require that parking facilities be located in relationship to their usage, i.e., short-term visitors versus long-term employee parking.
11. Conduct a design study of the Lindero Canyon Road/Triunfo Canyon Road intersection and the widening of the Lindero Canyon bridge to ascertain feasible design alternatives available to adequately serve circulation, traffic safety and access needs in the area.

#### Relationship to Land Use and the Environment

##### Policy:

1. Provide a street network which meets circulation needs without impairing the quality of the City's neighborhoods and environment.

##### Implementation Measures:

1. Design street improvements considering equally the effect on aesthetic character and livability of residential neighborhoods with traffic engineering criteria.
2. Maintain traffic safety as an important consideration in street design.
3. Route truck traffic away from residential neighborhoods.
4. Direct through traffic from local streets to arterials where necessary to (1) reduce traffic on local streets, (2) improve neighborhood safety and environmental quality, (3) facilitate business trips, and (4) improve local service.
5. Review road improvements and extensions proposed by other jurisdictions for impacts on the City and consistency with General Plan, and take necessary actions to protect the City's interests.
6. Require any extension of Triunfo Canyon Road east of Lindero Canyon Road to terminate as a public roadway within the city limits.
7. Consider the environmental effects of any roadway extension, especially on Significant Habitat Areas, during the review and approval process.

## Alternative Modes of Transportation

### Policy:

1. Encourage the development of viable transportation alternatives to serve the needs of the transit-dependent, minimize the expenditure of energy and natural resources, and reduce air and noise pollution.

### Implementation Measures:

1. Establish parking areas and access to local and regional public and private mass transportation systems.
2. Promote and facilitate the use of the bicycle as an alternative transportation mode and for recreational use through the provision of a Citywide bikeway network.
3. Encourage and facilitate pedestrian movement by creating environments conducive to walking and designing development to a "human scale."
4. Encourage the continued development of public transportation systems throughout the City to increase patronage and decrease reliance on the automobile.
5. Cooperate with the Southern California Rapid Transit District in efforts to improve its service, especially in those areas which are heavily transit dependent. Particular emphasis should be placed on providing access for the elderly.
6. Seek State and Federal funding for local transit programs.

## B. UTILITIES

As noted in the introduction to this chapter, the City's infrastructure was initially designed to accommodate a much larger population than will actually occur. Therefore, possible service deficiencies are not anticipated locally and would be limited to the regional, state or national level, such as restrictions on water and energy supplies, or the availability of waste disposal methods. Build out under the General Plan would only incrementally affect existing service levels.

The utility and service demand projections in this section are based on the future land uses summarized in Table 2 (Chapter One, Section A.7). An even split of single-family/multi-family units was assumed where the anticipated type of dwelling unit is not known.

Measures designed to encourage the conservation of water and energy are detailed in Section E (Scarce Resources) of Chapter Three.

### 1. WATER SERVICE

Water service is provided to the City by Las Virgenes Municipal Water District (LVMWD), who is supplied by the Southern California Metropolitan Water District. Westlake Reservoir acts as the local seasonal storage for LVMWD and has a capacity of 10,000 acre-feet. The principal water source within the City is a 36" water conduit which runs from Westlake Reservoir to Triunfo Canyon Road, where it connects to a 24-inch main which turns along Lindero Canyon Road to U.S. Highway 101, and then parallels the freeway eastward to the Calabasas Control Station and feeder line (see Figure 20).

The design capacities of the water system in the City of Westlake Village are based on the ability to deliver maximum day demand, plus fire flow, at a residual pressure of 20 pounds per square inch to all development. The City's existing water system and storage capacities have been found by the District to meet or exceed applicable standards.

Improvements to the District's water system are made in response to actual demands, which are determined on a project-by-project basis through individual water system design reports. The District's Water System Master Plan 1981-1990 anticipates that capital improvements which will be needed in the Westlake Village area include the expansion of the Westlake Pump Station, the construction of a filtration plant at Westlake Reservoir and the installation of water lines by future development.

Based on the demand factors shown in Table 12, build out of the City under the General Plan is projected to require an additional 1,033,608 gallons of water per day beyond 1983 levels. The District does not anticipate any problems in meeting the maximum demands which could be expected to occur.

The District expects reclaimed water to be available for use in the City by 1986 for irrigation purposes. Potential major users within the City include Westlake Golf Course, Valley Oaks Memorial Park and the greenbelt network.

Figure 20

## EXISTING AND PROPOSED WATER MAINS

### EXISTING WATER SYSTEM

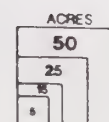
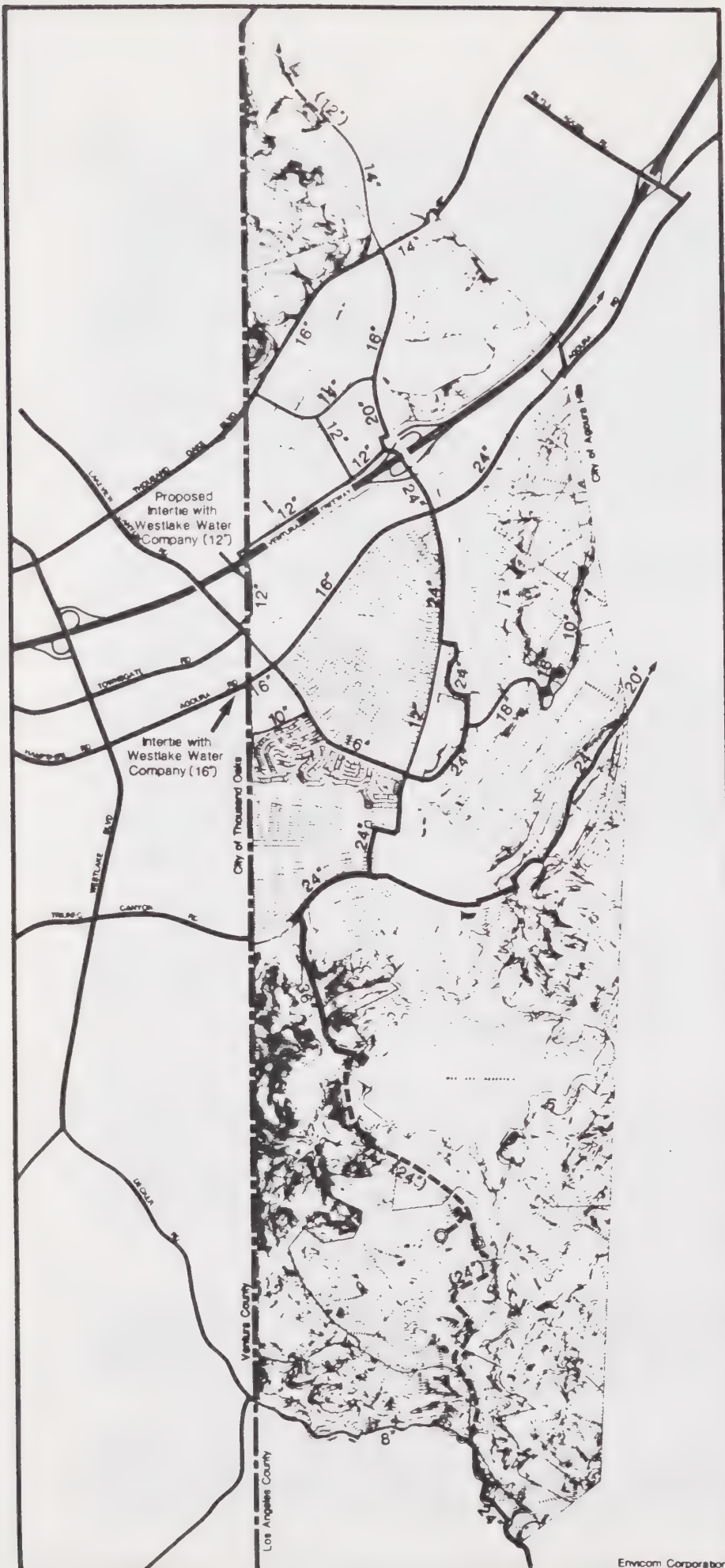
Size in Inches  
16" Pipeline

- Pumping Plant
- Water Tank

### PROPOSED WATER SYSTEM

Size in Inches  
(14") Pipeline

- Pumping Plant
- Water Tank



Envicor Corporation

TABLE 12  
PROJECTED WATER DEMAND RELATED TO BUILD OUT

<u>Use</u>	<u>Projected No. of Units or Sq. Ft.</u>	<u>Demand Factor,<sup>1</sup> (Gallons/Day)</u>	<u>Water Demand (Gallons/Day)</u>
Single-family residential	825	430/unit	354,750
Multi-family residential	756	243/unit	183,708
General commercial	542,000	200/1,000 sq.ft.	108,400
Office commercial	140,000	200/1,000 sq.ft.	28,000
Industrial	2,050,000	175/1,000 sq.ft.	358,750

Total Projected Water Demand: 1,033,608 gallons/day

<sup>1</sup>Los Angeles EIR Manual for Private Projects, 1978.

To comply with State standards for water quality on a year-round basis, additional treatment for Westlake Reservoir water is required to reduce turbidity below the required maximum limit and to remove the possibility of algae accumulation which causes dirty water and taste and odor problems. Plans for a diatomaceous earth filter plant have been recently activated by the District in order to meet these standards and provide for peak season demands.

Prudential Insurance Company holds an option to conduct non-body contact recreation on Westlake Reservoir (fishing, sailboating); however, there are no immediate plans to exercise these rights. Such recreational activities could only occur under strict use limitations. Body contact recreation (swimming, water skiing) on the reservoir would require the construction of treatment facilities beyond those envisioned for the near future and at a significant cost.

## **2. SANITATION SERVICE**

The Las Virgenes Municipal Water District provides sewer service to the City of Westlake Village. A 30" trunk sewer is located along Lindero and Triunfo Canyon Roads which transports wastewater generated in the portion of the City south of U.S. Highway 101 (see Figure 21). An 18" sewer trunk line along the northern Westlake Village/Agoura Hills boundary collects wastewater generated by development north of the freeway.

All developed portions of the City are sewered. Los Angeles County provides sewer collector lines to each residence or building in the City requiring service. The planning, engineering, construction and maintenance of sewer collector lines which collect wastewater and transport it to the sewer trunk lines of LVMWD are under the jurisdiction of Los Angeles County, Water and Sewage Division. There is no development which is served by septic systems or dry wells in the City; this kind of service is not permitted if sewers are available.

The design capacity of the City's trunk lines is 10.5 MGD, with a current flow of about 1.5 million gallons per day (MGD). The current contributing flows from the area within the city limits are approximately 0.7 MGD. The capacity of these lines is far in excess of current or projected flows.

Sewage is conveyed to the Tapia Water Reclamation Facility in Malibu Canyon, operated by LVMWD. Improvements to the Tapia facility which will be completed by the end of 1983 include an expansion of solids handling capacity and installation of a tertiary filtering system. At the conclusion of construction, the facility will have a capacity of 8.0 MGD, and a current use level of about 5.0 MGD. Future capacity increases at the facility will occur when 75% capacity is reached and will be based on actual demand, rather than ultimate projections. Development is accommodated on a "first come, first served" basis.

Based on the generation factors shown in Table 13, build out of the City under the General Plan is projected to generate an additional 937,265 gallons of sewage per day beyond 1983 levels.

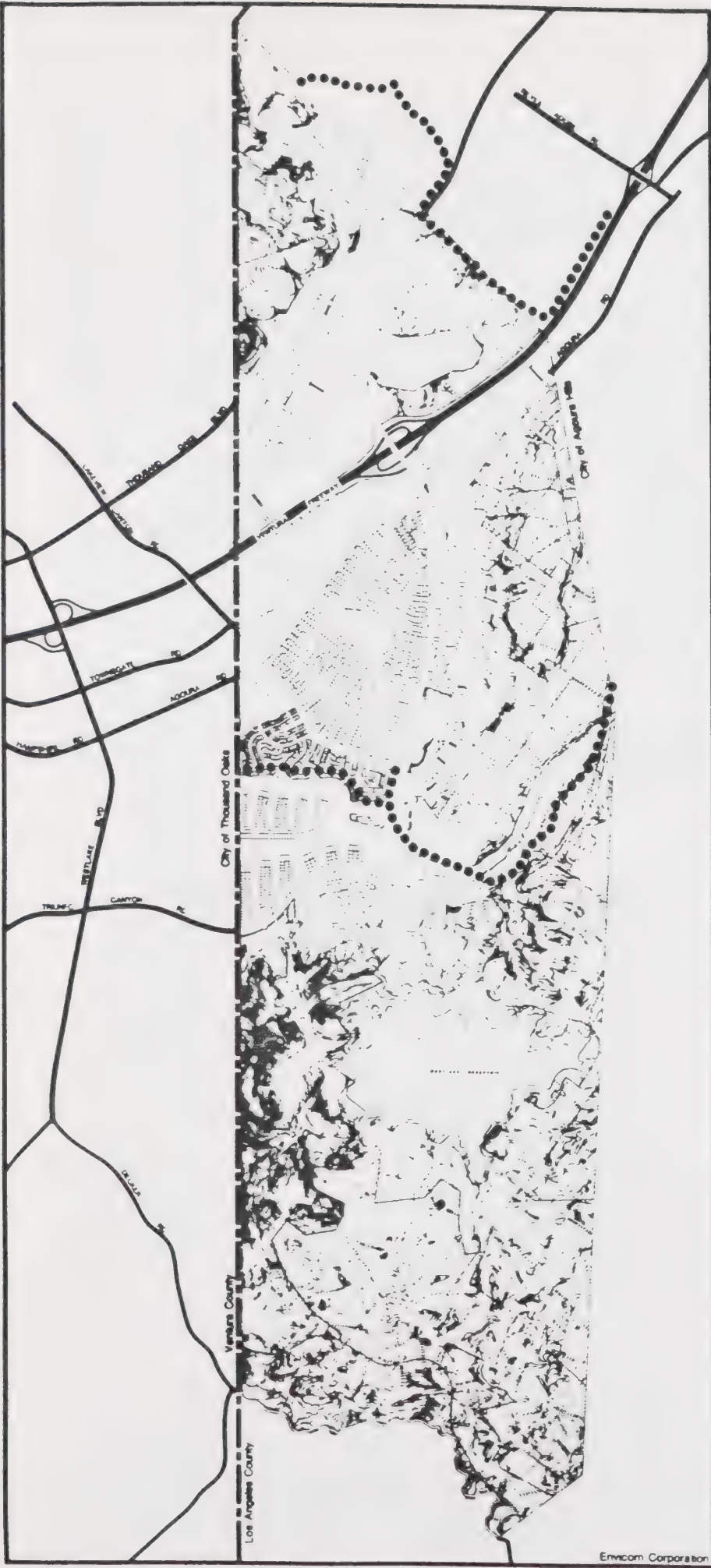


Figure 21

# TRUNK SEWER

..... Sewer Route



Envicor Corporation



TABLE 13

## PROJECTED SEWAGE GENERATION RELATED TO BUILD OUT

<u>Use</u>	<u>Projected No. of Units or Sq. Ft.</u>	<u>Generation Factor (Gallons/Day)</u>	<u>Sewage Generation (Gallons/Day)</u>
Single-family residential	825	325/unit <sup>1</sup>	268,125
Multi-family residential	756	325/unit	245,700
General commercial	542,000	170/1,000 sq.ft. <sup>2</sup>	92,140
Office commercial	140,000	170/1,000 sq.ft. <sup>2</sup>	23,800
Industrial	2,050,000	150/1,000 sq.ft. <sup>2</sup>	307,500

Total Projected Sewage Generation: 937,265 gallons/day

<sup>1</sup>Las Virgenes Municipal Water District.

<sup>2</sup>Los Angeles EIR Manual for Private Projects, 1978.

Any future development in the City will tie into existing sewer lines. It will be the responsibility of the developer in each case to submit preliminary engineering plans for provision of sewer service to the County and to LVMWD for review. The costs of system expansion for sewer line collectors are borne by new development.

The only undeveloped area of the City which cannot be feasibly serviced at this time is the outlying site adjacent to Decker Road. The provision of sewer service in this area will likely depend on the development of the site to the northeast, which is adjacent to the Triunfo Canyon Road trunk.

### **3. SOLID WASTE DISPOSAL**

The City's solid waste is deposited at the Calabasas Landfill, which is operated by the Los Angeles County Sanitation District. Planners for the District estimate the useful life of the landfill to be an additional 20-25 years, based on expected growth. Permits for alternative sites are being pursued to accommodate demand beyond that period.

Based on the generation factors shown in Table 14, build out of the City under the General Plan is projected to generate an additional 1,114,949 pounds of solid waste per week beyond 1983 levels. Refuse generated by buildout of the City under the General Plan would represent an insignificant share of the total tonnage deposited annually.

### **4. NATURAL GAS SUPPLY**

Natural gas is provided to the City by Southern California Gas Company. As a public utility, Southern California Gas Company is required by law to provide service to any development within its legally defined service area. The Company is under the jurisdiction of the California Public Utilities Commission and can be affected by the actions of Federal regulatory agencies. Should these agencies take any action which affects gas supply or conditions of service, service would be provided in accordance with the policies and extension rules on file with the California Public Utilities Commission at the time contractual arrangements are made.

All gas lines are located within streets and are extended as necessary to serve new development. Based on the demand factors shown in Table 15, build out of the City under the General Plan is projected to require an additional 353.61 million cubic feet of natural gas per year beyond 1983 levels. Company representatives anticipate no problems in serving City residences or businesses in the short or long term.

### **5. ELECTRICAL SUPPLY**

Electricity is provided to the City by Southern California Edison Company (SCE). As a public utility, SCE is required by law to provide service to any development within its legally defined service area. Furthermore, any costs incurred in providing service up to a property line or switchboard are generally borne by the utility. All electrical lines are underground

TABLE 14  
PROJECTED SOLID WASTE GENERATION  
RELATED TO BUILD OUT

<u>Use</u>	<u>Projected No. of Units or Employees</u>	<u>Generation Factor<sup>1</sup> (Pounds/Week)</u>	<u>Solid Waste Generation (Pounds/Week)</u>
Single-family residential	825	69	56,925
Multi-family residential	756	25	18,900
General commercial	1,083	104.5	113,174
Office commercial	700	104.5	73,150
Business park	4,100	208	852,800

Total Projected Solid Waste Generation: 1,114,949 pounds/week

<sup>1</sup>Los Angeles EIR Manual for Private Projects, 1978.

TABLE 15  
PROJECTED NATURAL GAS DEMAND  
RELATED TO BUILD OUT

<u>Use</u>	<u>Projected No. of Units or Sq.Ft.</u>	<u>Demand Factor (Cubic Ft./Yr.)</u> <sup>1</sup>	<u>Natural Gas Demand (Million Cubic Ft/Yr.)</u>
Single-family residential	825	109,500/unit	90.34
Multi-family residential	756	61,014/unit	46.13
General commercial	542,000	240.0/sq.ft.	130.08
Office commercial	140,000	42.0/sq.ft.	5.88
Industrial	2,050,000	39.6/sq.ft.	81.18

Total projected natural gas demand: 353.61 million cubic feet/year

<sup>1</sup>South Coast Air Quality Management District, 1980.

within the City except for a string of 66 kilovolt transmission lines. Those lines are located within a 100-foot-wide easement which runs along the Westlake Village/Agoura Hills boundary north of the Ventura Freeway. No substations are located within the City.

Based on the demand factors shown in Table 16, build out of the City under the General Plan is projected to require an additional 147.38 million kilowatt hours of electricity per year beyond 1983 levels. SCE expects its total system demand to continue to increase annually; however, barring any unforeseen problems, their plans for new generation resources indicate that their ability to serve all customer loads during peak demand periods will be adequate during the decade of the 80's.

### **UTILITIES SUPPLY POLICIES AND IMPLEMENTATION MEASURES**

It shall be the policy of the City of Westlake Village to ensure that the expansion or extension of utilities occurs in an efficient and orderly manner.

#### **Implementation Measures:**

1. Ensure through the design review process and in cooperation with affected agencies that new development will be adequately serviced and will not adversely affect the provision of services to the community.
2. Require the undergrounding of all utility lines as part of development if not in conflict with the California Public Utilities Commission Rules, Regulations, and Tariff Schedules.
3. Require the provision of cable television service to all new residential development.

TABLE 16  
PROJECTED ELECTRICITY DEMAND  
RELATED TO BUILD OUT

<u>Use</u>	<u>Projected No. of Units or Sq.Ft.</u>	<u>Demand Factor (Kilowatt Hrs./Yr)</u> <sup>1</sup>	<u>Electricity Demand (Million KWH/Yr.)</u>
Single-family residential	825	9600/unit <sup>2</sup>	7.92
Multi-family residential	756	8000/unit <sup>2</sup>	6.05
Retail commercial	542,000	47.8/sq.ft.	25.91
Office commercial	140,000	34.2/sq.ft.	4.79
Industrial	2,050,000	50.1/sq.ft.	102.71

Total projected electricity demand: 147.38 million kilowatt hours/year

<sup>1</sup>South Coast Air Quality Management District, 1980.

<sup>2</sup>Assumes 2,000 sq. ft. per unit.

## C. INSTITUTIONAL FACILITIES

City offices are located in interim facilities in the Village Center commercial center. It is expected that a permanent city hall or civic center will eventually be established, possibly in conjunction with a library. Other facilities related to institutional uses are discussed below.

### 1. EDUCATION

Las Virgenes Unified School District (LVUSD) provides elementary, intermediate and high school service to the City of Westlake Village. Four of the District's eleven schools are currently serving the City; they are White Oak Elementary School, Yerba Buena Elementary School, Lindero Canyon Middle School, and Agoura High School (see Figure 22). The characteristics of each are shown below:

<u>School</u>	<u>Grades</u>	<u>Capacity</u>	<u>1983-84 Projected Enrollment</u>
White Oak	K-5	535	313
Yerba Buena	K-5	532	403
Lindero Canyon	6-8	1,018	1,180
Agoura High	9-12	1,954	1,507

Overall, the District has experienced a decline in expected enrollments, due, in part, to the building recession and, in part, to declining birth rates. District enrollment has decreased from 8,500 students in 1978-79 to 7,536 in 1983 (projected). It is not known whether this reduction in students will continue. With some 8,000 building permits for residential development issued but not built in the school district, there is a large reservoir of potential growth.

The District has prepared a Master Plan for five-year and twenty-year increments, based on buildout of the Los Angeles County Malibu/Santa Monica Mountains Plan Development Policy Map, which regulates land use in the unincorporated areas of the County. The City is located in two of the District's planning areas - Yerba Buena (north of the freeway) and White Oak (South of the freeway). The Yerba Buena Planning Area includes the Lake Lindero Area of Agoura Hills, however, the White Oak Planning Area almost exactly conforms to the City boundaries south of the freeway. The District's projected enrollment increases for these planning areas under its 20-year plan were based on the number and density of dwelling units which could have been developed under the Malibu/Santa Monica Mountains Plan. These projections for the area within the city limits are estimated as follows, by school types:

<u>Grades</u>	<u>District-Projected Enrollment Increases</u>	
	<u>Yerba Buena</u>	<u>White Oak</u>
K-5	158	936
6-8	130	618
9-12	145	715

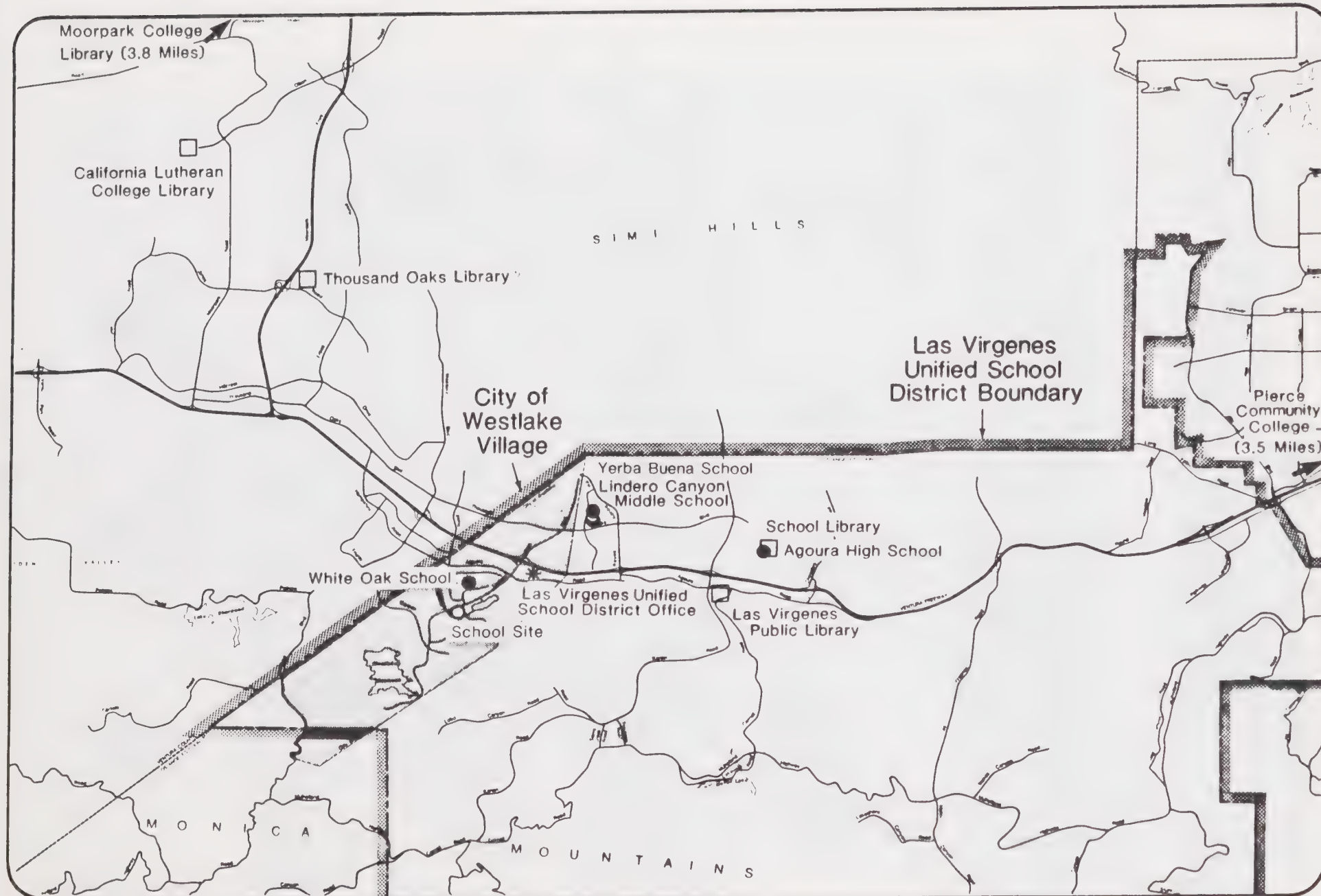


Figure 22

## SCHOOLS AND LIBRARIES

2 miles



Using the District's student generation formulas, projections were made for the two planning areas based on buildout under the General Plan, with the following results:

<u>Grades</u>	<u>General Plan - Projected Enrollment Increases*</u>	
	<u>Yerba Buena</u>	<u>White Oak</u>
K-5	35	392
6-8	24	244
9-12	24	202

\*Based on District student generation factors of .116 (K-5), .08 (6-8) and .08 (9-12) per multi-family unit and .41 (K-5), .25 (6-8) and .20 (9-12) per single-family unit. Where type of unit expected was not known, an even distribution of multi-/single-family was used.

Comparing the District's and General Plan's projections, it is apparent that the number of students generated by development under the General Plan will be much lower than that anticipated under the Malibu/Santa Monica Mountains Plan. As a result, White Oak School should be able to comfortably accommodate increasing enrollment for a number of years. The rate at which unused capacity at Yerba Buena School will be utilized is more difficult to predict, as it will be dependent on land use decisions made by the City of Agoura Hills and how they differ from the Malibu/Santa Monica Mountains Plan assumptions. For the same reason, enrollment increases at Lindero Canyon Middle School and Agoura High School cannot be estimated for the short- or long-term, although any increase at Lindero Canyon will exacerbate an existing over-capacity condition.

The District has a vacant school site of approximately 19 acres within the city limits, located on Foxfield Drive at Lindero Canyon Road, which is intended for use by an elementary and middle school. The District is not planning for immediate development of a new elementary or middle school due to budget constraints, even though they will likely be needed by 1986-87 and Lindero Canyon Middle School is currently over capacity.

Funding for new school construction is extremely limited. The District has no legal means of raising funds for permanent school construction and must rely upon State School Building Fund Aid to develop future schools. However, the City has adopted an ordinance which allows the collection of funds by the District from developers to provide temporary facilities (portable classrooms) for alleviating overcrowding. Also, the District can accept school sites (vacant land) from developers instead of fees so that land can be acquired. Using these methods, the anticipated level of growth in the City can be accommodated by the District for several years.

The junior college district serving the City is the Los Angeles Community College District. The nearest junior college is Pierce, located approximately 18 miles east of the City.

## 2. LIBRARIES

Although good libraries with various specialty offerings are available regionally, the City lacks a close, convenient library facility which is accessible by walking or bicycle, as no library is located in the City. The City is primarily served by the Las Virgenes Public Library at 29130 West Roadside Drive in Agoura Hills (see Figure 22). It is a branch of the Los Angeles County Public Library and serves residents of Los Angeles County and Ventura County residents by reciprocal agreement with the Ventura County Public Library.

Las Virgenes Public Library has approximately 50,000-55,000 volumes in a building of about 7,500 square feet. Its circulation is between 15,000 and 20,000 items per month, which is considered a large number for a medium-sized library. Library staff indicate that the percent usage by City residents is fairly high, although no precise record is available. The library is heavily used by senior citizens, for preschool and young student activities, and by younger married families with children. It serves about 9,000 registrants (the library does not issue library cards, but keeps a listing of borrowers).

No expansion of the Las Virgenes Public Library facility is proposed at this time, although it is heavily used. Future enlargements of the facility are unlikely without additional County funding, which is unavailable at present. The County has placed this facility high on its list for expansion and/or a new library due to its heavy usage and large service area.

The City of Thousand Oaks Library (1401 East Janss Road, Thousand Oaks) offers a major library center with extensive community services. The library has over 100,000 volumes, with 420 subscription publications, housed in a 50,000 square foot building. It also offers the use of computers, three conference rooms, a kitchen and projection room. Various preschool and children's reading programs are also available. Residents of the City of Westlake Village may use the facility without fee.

Although no accurate count of users is available, the head librarian estimates that a large percentage of users are from the Westlake Village area, including City residents. The library also serves Newbury Park, Agoura Hills, Simi Valley and Camarillo. About 40,000 persons use the facility each month, with an estimated library circulation of 40,000-50,000 books and periodicals.

The California Lutheran College Library (60 West Olsen Road, Thousand Oaks) is open to the public. It has about 100,000 volumes focusing on religion and education. Most of the non-CLC student use is by local high school students. Community residents may use the library for reading and studying without charge. To check out books, a fee of \$15 for a twelve-month period allows local residents to borrow materials and books.

Moorpark College Library (7075 Campus Road, Moorpark) is available for use by community residents. It is not used extensively by City residents. The head librarian estimates that only 3% of its patrons are from the Westlake area. The library has about 60,000 volumes in a building of 15,000 square feet. The upstairs portion of the building is used for

non-library purposes at present, but is available for library expansion as necessary. It has primarily an academic focus and serves as the main educational library serving users between University of California, Santa Barbara and California State University, Northridge.

The Agoura High School Library is located at 28545 West Driver Avenue, Agoura Hills. It operates primarily as a resource for students who attend Agoura High School and for residents in the immediate area. There is very little use of this library by City residents. Westlake High School at 100 N. Lakeview Canyon Road, Westlake Village, also provides some limited use for City residents.

### ***INSTITUTIONAL FACILITIES POLICIES AND IMPLEMENTATION MEASURES***

It shall be the policy of the City of Westlake Village to promote the provision of adequate educational and library facilities to its citizens.

#### **Implementation Measures:**

1. Encourage the School District to coordinate design plans for school sites within the City to assure appropriate development.
2. Pursue the establishment of a library branch within the City.
3. Inform the School District of development approvals which affect school enrollment.

## **D. PUBLIC SAFETY**

### **1. LAW ENFORCEMENT**

The City is served by the County of Los Angeles Sheriff Department, and does not intend to establish its own police department at the present time. The primary sheriff's facility is in Malibu, 16 miles from Westlake Village, with a satellite station located at the Grape Arbor Park, 6 miles east of Westlake Village (see Figure 23). All radio calls are dispatched from Malibu Station to the Westlake patrol unit that is patrolling within the City boundaries. The Grape Arbor station provides administrative, but not emergency, response services.

One full-time patrol unit from the Malibu Sheriff Station provides law enforcement services to the City. In addition, three other units are available should the City car need assistance. The City's patrol unit consists of two deputies on early morning and evening shifts and one deputy on day shift. Police services include, but are not limited to, emergency responses, routine service calls, crime repression as achieved through crime prevention patrol, and traffic enforcement. Additional services will include detective and staff support.

Response times based on statistics for fiscal year 1981 through April 1982 vary according to the nature of the service requested, the time of day and the availability of a patrol unit. The overwhelming percentage of emergency calls are medical emergencies that are the primary responsibility of the Fire Paramedic Unit. Response times have averaged about 12 minutes to the City in 1981. However, under the 1982 contract, response time was expected to improve to one to three minutes, since a patrol car would be within the City at all times.

The desired patrol car per population ratio varies from district to district with no one ratio considered ideal. Societal groupings, geographic peculiarities and some lesser variables are the most common yardsticks used in formulating an effective ratio. Statistical data supports the desirability of an around-the-clock patrol car to maintain a high level of law enforcement service.

The ratio of population growth to reported crime is seen as one variable means of gauging the effectiveness of the law enforcement effort. To date, the rise in criminal statistics for the greater Las Virgenes service area has not exceeded the population growth. Within the City limits, one patrol unit on a 24-hour basis with no increase in reported crime is the goal of the Sheriff Department, given anticipated growth in the City.

No changes are expected in the near future that would require additional police services above that provided for in the existing contract.

### **2. FIRE PROTECTION**

The City is provided with fire services by the County of Los Angeles. For major fire emergencies, such as brush fires, the entire Los Angeles County Fire Department crews and equipment are made available. The State Division of Forestry fire crews can also be called for severe and widespread fire emergencies.

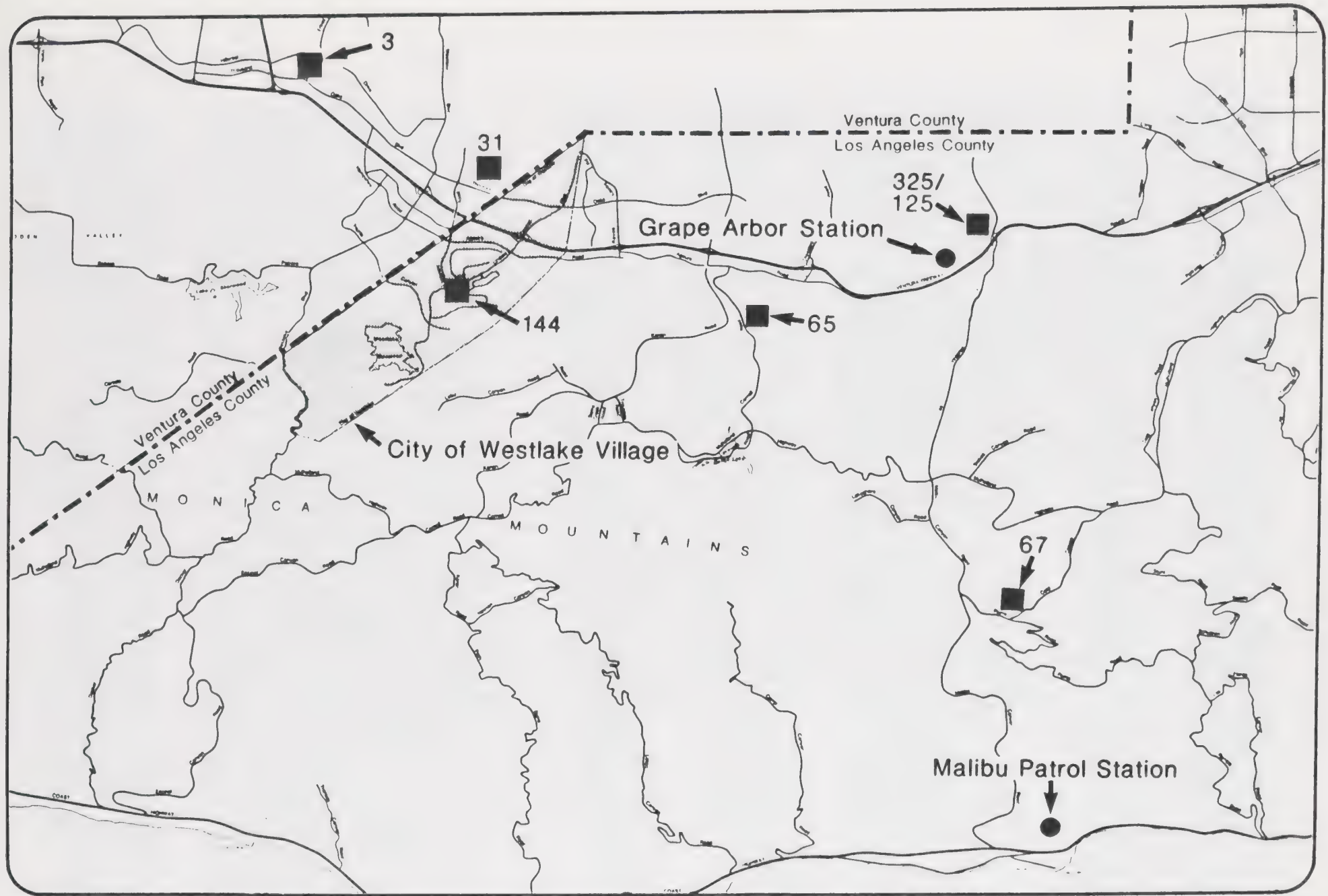


Figure 23

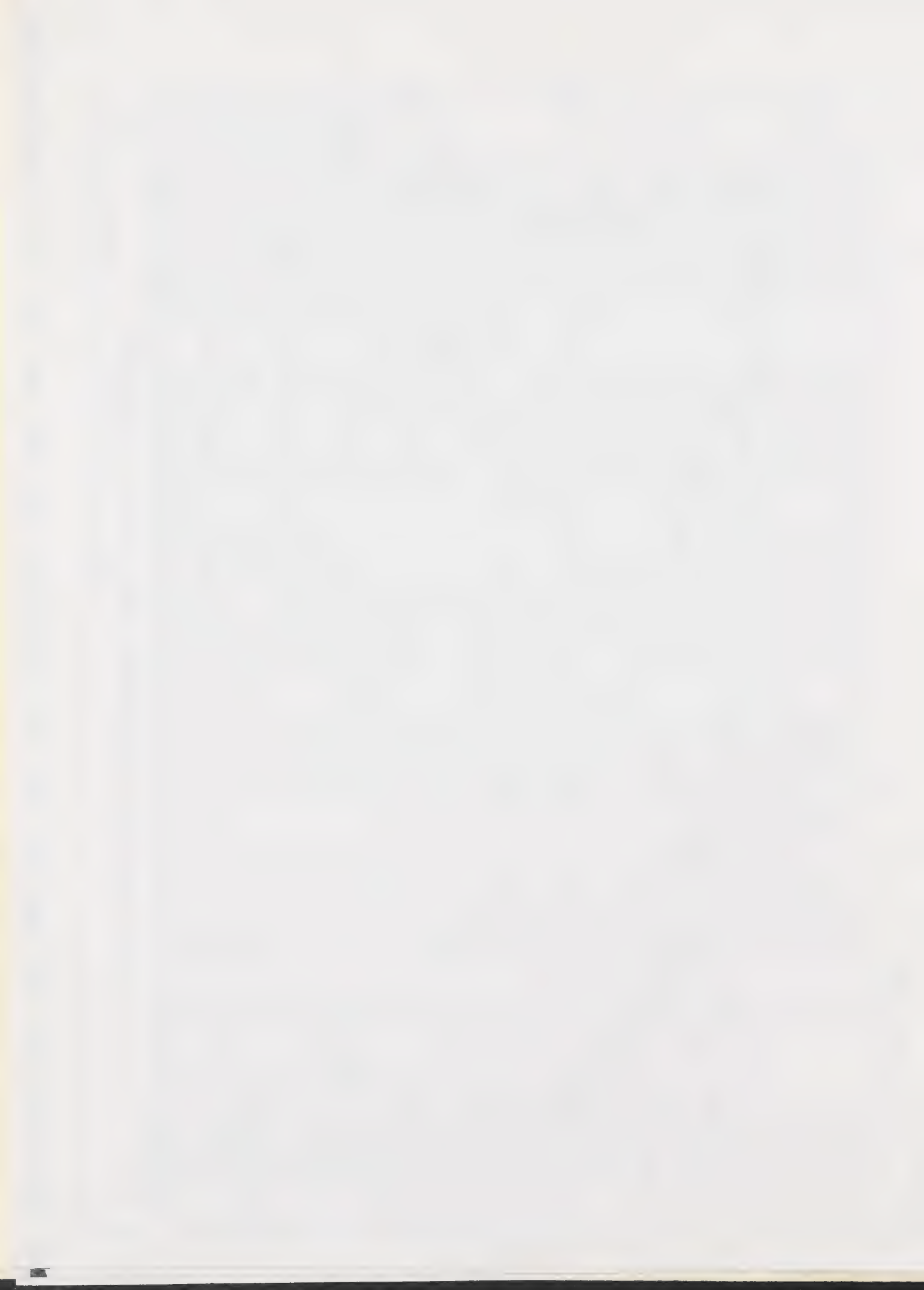
# L. A. COUNTY SHERIFF'S STATION AND FIRE STATION LOCATIONS

● Sheriff's Station

■ Fire Station

— 2 miles —





For routine fire services, the City has one fire station within the city limits. Fire Station 144 is located at 31981 Foxfield Drive, Westlake Village (see Figure 23). The station has one engine company and patrol with a water tender available as needed. Four persons are on duty at all times.

Additional fire and rescue services are provided to the City as needed by six other fire stations. Response times depend on the location of the responding station, and are shown for each station as shown in Table 17.

### Future Service Needs

Additional demands for fire protection services when full buildout of the City occurs will be dependent on factors such as the mix of uses, intensity of development, access, response distances, vegetation clearance, architectural design, planting practices and levels of activity. For example, the introduction of development into high fire hazard areas will increase the incidence of fire in these areas and expose a greater number of residents to danger. Multi-storied structures or certain types of industrial uses may require specialized equipment.

Consideration must also be given for adequate access to future developments. An area of particular concern will be the provision of adequate access to the southerly portion of the City. The use of hilly residential roads in this area as primary access could increase response times to unacceptable levels. Development of this area may also require a additional fire station to adequately protect the City.

Upgrading of the current level of emergency medical services may be required due to an increase in population and the number of responses. This may be accomplished by augmenting the existing staff at Fire Station 144 or by staffing an additional paramedic unit.

## **3. HEALTH CARE**

Westlake Community Hospital and its associated medical center are located within the City on Lakeview Canyon Road. They have a staff of 302 physicians and dentists representing 23 medical specialties. The hospital serves residents of the Conejo and Western San Fernando Valley areas with a 126-bed capacity and emergency room service. Critical care, surgery, maternity, pediatrics, cardiology, radiology and physical therapy are available to the community. The hospital also serves as a base station for Ventura and Los Angeles County paramedics. The emergency department has its own heliport and is approved by the American Heart Association as a first-hour facility for heart attack victims. Expansion of the Westlake Community Hospital is now under consideration. Proposed improvements include the renovation of portions of the existing facility and a two-story addition.

Long-term care services which provide skilled nursing or intermediate care are available in Newbury Park and Thousand Oaks. Ventura Estates Health Manor offers 66 beds and was operating at 98% occupancy in 1978. Mary Health Convalescent Hospital has 61 beds and a 100% occupancy rate (1978). Thousand Oaks Convallarium has 124 beds and operates at 96% occupancy (1978).

TABLE 17

LOCATION OF FIRE STATIONS  
AND RESPONSE TIMES

Los Angeles Co. Stations	Address	Response Time
144	31981 Foxfield Drive, Westlake Village	3-5 minutes
65	4206 North Cornell Road, Agoura	6-8 minutes
125, 325	5215 North Las Virgenes Road, Calabasas	9-11 minutes
67	25801 Piuma Road, Calabasas	18-20 minutes
Ventura County Stations	Address	Response Time
31	151 Dusenbergl Drive, Thousand Oaks	4-6 minutes
3	325 West Hillcrest Drive, Thousand Oaks	8-10 minutes

---

Source: William J. Zeason, Jr.  
Assistant Fire Chief  
County of Los Angeles Fire Department

The nearest neonatal intensive care unit (intensive care for infants) is located at Ventura County Hospital in Ventura, or alternately, Tarzana Medical Center in the west San Fernando Valley. Psychiatric care is available at the Woodside Psychiatric Center in Calabasas. A free clinic is provided at the Conejo Community Services Center, which is supported in whole by voluntary donations. It offers general medicine, lab and ophthalmology services, mental health and social services, family planning and gynecology.

Generally, the City is well served by local health facilities and will benefit by those expanded medical services now proposed at Westlake Community Hospital.

### **PUBLIC SAFETY POLICIES AND IMPLEMENTATION MEASURES**

It shall be the policy of the City of Westlake Village to:

1. Ensure that adequate service levels of law enforcement and fire protection are maintained within the community.
2. Provide an adequate level of health services within the City.

#### **Implementation Measures:**

1. Cooperate with adjacent jurisdictions to provide backup assistance in emergency situations.
2. Implement reasonable and consistent house numbering and street naming systems in coordination with the fire and Sheriff Departments.
3. Ensure through the design review process that new development will not result in law enforcement or fire protection services being provided below acceptable levels to either the project or the community.
4. Maximize neighborhood surveillance opportunities within new development through the design review process.
5. Support the availability of paramedic rescue service to the City.
6. Control the storage and use of hazardous materials through the zoning ordinance.

## E. RECREATION

### 1. EXISTING RECREATIONAL FACILITIES

Public parks and recreational facilities presently available to City residents are listed in Table 18 and shown on Figure 24. The only developed park within the City is 5.15-acre Reyes Park, which is developed with a picnic area, children's play area and outdoor basketball courts. The adjacent White Oak School grounds are used during nonschool hours by athletic groups and clubs as well as by neighborhood residents.

Outside of the City, Glastonbury Park is situated within a half-mile of the City limits and is developed as a neighborhood park. City residents also have access to a community park located within a mile of the City limits (Triunfo Community Park) and several regional and State parks which exist within reasonable distances, as well as the Santa Monica Mountains National Recreation Area.

The City maintains bicycle lanes along its major arterials which are used by joggers and runners as well as cyclists. The City's residents are well-served by private recreational facilities located within the City which include the 18-hole Westlake Golf Course, Westlake Tennis and Swim Club (13 tennis courts and pool), Westlake Village Racquet Club (10 tennis courts), Westlake Courthouse (racquetball and exercise), Westlake Stables, and the 150-acre Westlake Lake (fishing and sailing). Many residents have access to commonly-owned pool and spa facilities. Additionally, approximately one-third of all single-family detached units within the City have private pools.

A recreational survey administered as part of the general plan preparation process (Appendix C) indicated that the Santa Monica Mountains National Recreation Area and the beaches are the areas most frequently used by residents for recreation, followed by Westlake Lake. The most popular activities include golf and softball/baseball.

### 2. FUTURE RECREATIONAL NEEDS

There was no significant sentiment expressed through the survey for additional recreational facilities. However, some need was indicated for the provision of a public swimming pool, senior citizen facilities, hiking trails, softball fields and play equipment. A need was also identified for the development of recreational facilities in the residential area northeast of the Ventura Freeway.

The future expenditure of funds for recreational facilities and activities was prioritized as follows:

- a. Purchase of land and development for active parks
- b. Improvements to Reyes Park
- c. Improvements to Hedgewall Park
- d. Maintenance of existing facilities
- e. Purchase of land and development for passive parks
- f. Development of equestrian trail system in the mountains

TABLE 18

PUBLIC PARKS AND RECREATIONAL FACILITIES  
AVAILABLE TO CITY RESIDENTS

<u>Type of Park</u>	<u>Name and Location</u>	<u>Size</u>	<u>Jurisdiction</u>	<u>Facilities</u>
Neighborhood	Reyes Park 31800 W. Village Ctr. Rd.	5.15 acres	City of Westlake Village	Picnic area, children's play area, outdoor basketball
Neighborhood	Hedgewall/Landino Park Terminus of Hedgewall Dr.	2.49 acres	City of Westlake Village	Undeveloped
Neighborhood	Glastonbury Park Glastonbury at Channelford (City of Thousand Oaks)	5.00 acres	Conejo Rec. & Parks District (CRPD)	Basketball courts, play field, tot lot, picnic area
Community	Triunfo Community Park 980 Aranmoor Street (City of Thousand Oaks)	37.5 acres	CRPD	2 baseball fields, soccer field, 3 tennis courts, tot lot, outdoor basketball
Districtwide	"Dream" Park (City of Thousand Oaks)	184 acres	CRPD	Soccer fields, equestrian rings
Regional	Wildwood Park (City of Thousand Oaks)	12,500 acres	CRPD	Day camp, campground, picnic area, nature center, 32 miles of trails, live stream
Regional	Oakbrook Park (City of Thousand Oaks)	482 acres	County of Ventura	Undeveloped
State Park	Point Mugu (Ventura County)	13,000 acres	State of California	Picnic areas, hiking, campgrounds
State Park	Malibu Creek (south of Agoura)	6,000 acres	State of California	Picnic areas, hiking
National Park	Santa Monica Mountains Recreation Area Santa Monica Mountains - Oxnard to Griffith Park	150,000 acres (entire area not available for recreational uses)	National Park Service	Hiking and riding trails, campgrounds, picnic areas

Figure 24

## PARKS AND RECREATIONAL FACILITIES



PARKS

- 1 Hedgewall Park
- 2 Reyes Park

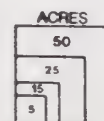


OTHER RECREATIONAL FACILITIES

- 3 Westlake Golfcourse
- 4 Westlake Racquet Club
- 5 Westlake Lake
- 6 Westlake Courthouse
- 7 Westlake Stables
- 8 Westlake Tennis & Swim Club



Envicor Corporation



SCALE

0 2000 Feet  
0 800 Meters



NORTH

Based on a standard of three acres of parkland per 1,000 population, the 7.64 acres of existing public park (one-third of which is presently undeveloped) does not adequately serve the City's present or ultimate population (approximately 11,500) despite the extensive availability of private recreation facilities as well as nearby parks in the City of Thousand Oaks. The City is especially in need of any kind of playing field, children's play equipment and a community center at which to hold recreational programs. Based on the location of potential residential development, it appears that a site will be required in the area south and west of Triunfo Canyon Road.

### 3. POTENTIAL RECREATIONAL SITES AND FACILITIES

#### Future Parks

An important priority for future expenditure of recreational funds should be the improvement of "Hedgewall Park", located at the City's north end. The development of this 2.5-acre neighborhood park is especially needed to serve the residents of the Westlake Canyon Oaks area. An opportunity also exists for the future expansion of this park, should the area north and east of the site develop with residences.

There are no plans at present for the designation or acquisition of additional park sites within the City. As noted above, future residential development in the area south and west of Triunfo Canyon Road will likely require an additional park in that area.

Future parks in the area of the City which will be available to residents include a 40-acre park in the North Ranch area, which is envisioned as a "major playfield". A possible regional park site may be developed by the Conejo Recreation and Parks District on the west side of Westlake Boulevard/Decker Road, surrounding Lake Eleanor.

#### Joint Use of School Sites

An opportunity for the joint use of a future school site for recreational purposes exists within the City at the vacant school site (19 acres) located on Foxfield. Its development for educational purposes is not expected to occur for some time, and the Assistant Superintendent of the Las Virgenes Unified School District has indicated that the District would be receptive to the City's use of the site for recreational purposes. Such use could take the form of passive activities (e.g., picnicking) or more active uses consistent with future development of the site (e.g., ball fields). Should the property be deemed "surplus" in the future, it would be an ideal park site due to its central location and attractive oak woodland setting.

#### Intensification of Uses at Existing Parks

A significant opportunity for the expansion of recreational activities in the City exists through the intensification of uses at Reyes Park. Additional uses could include the development of a community center and/or softball, football or soccer fields. The possibility also exists that joint use of such facilities could be made due to the park's adjacency to White Oak School and the First Neighborhood Center.

### Westlake Reservoir

As part of the development of the Westlake Reservoir, an agreement was executed between the Las Virgenes Municipal Water District and American-Hawaiian (now Prudential Insurance Company) to grant the latter the recreational rights (boating and fishing) to the reservoir until July 2, 1998. Any facilities would be limited to use by residents or property owners of Westlake Village or the District. There are no immediate plans by Prudential to exercise these rights.

### Reservoir Watershed Open Space

The Las Virgenes Municipal Water District owns 342 acres of open space located southwest of Westlake Reservoir. It may be possible to use part or all of this area for limited recreational uses in the future, such as hiking, without jeopardizing reservoir operations (only about one-third of the parcel actually functions as watershed).

### Santa Monica Mountains National Recreation Area

Approximately one-fourth of the City is located in the Santa Monica Mountains National Recreation Area (NRA), which was established by Congress in 1978 to "...preserve and enhance [the area's] scenic, natural and historical setting and its public health value as an airshed for the Southern California metropolitan area while providing for the recreational and educational needs of the visiting public." The NRA is a 46-mile-long chain of peaks and valleys extending from Oxnard to Griffith Park, encompassing some 150,000 acres, and is managed by the National Park Service (NPS). None of the land within the City limits is under the ownership of the NPS at this time.

A General Management Plan has been prepared to establish goals and objectives for the development and management of the NRA, and a classification system has been devised to provide a set of broad land management goals. Figure 25 depicts the approximate boundaries of the classifications which affect the undeveloped or uncommitted areas of the City. The three land classifications which apply to the City are described below, along with the classification's suggested management and the kind of uses considered appropriate (as contained in the Plan).

#### ● Special Natural or Cultural Area





**Resource Characteristics:** Natural and cultural resources that are essentially intact and have significant values; areas sensitive to human activity.

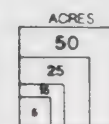
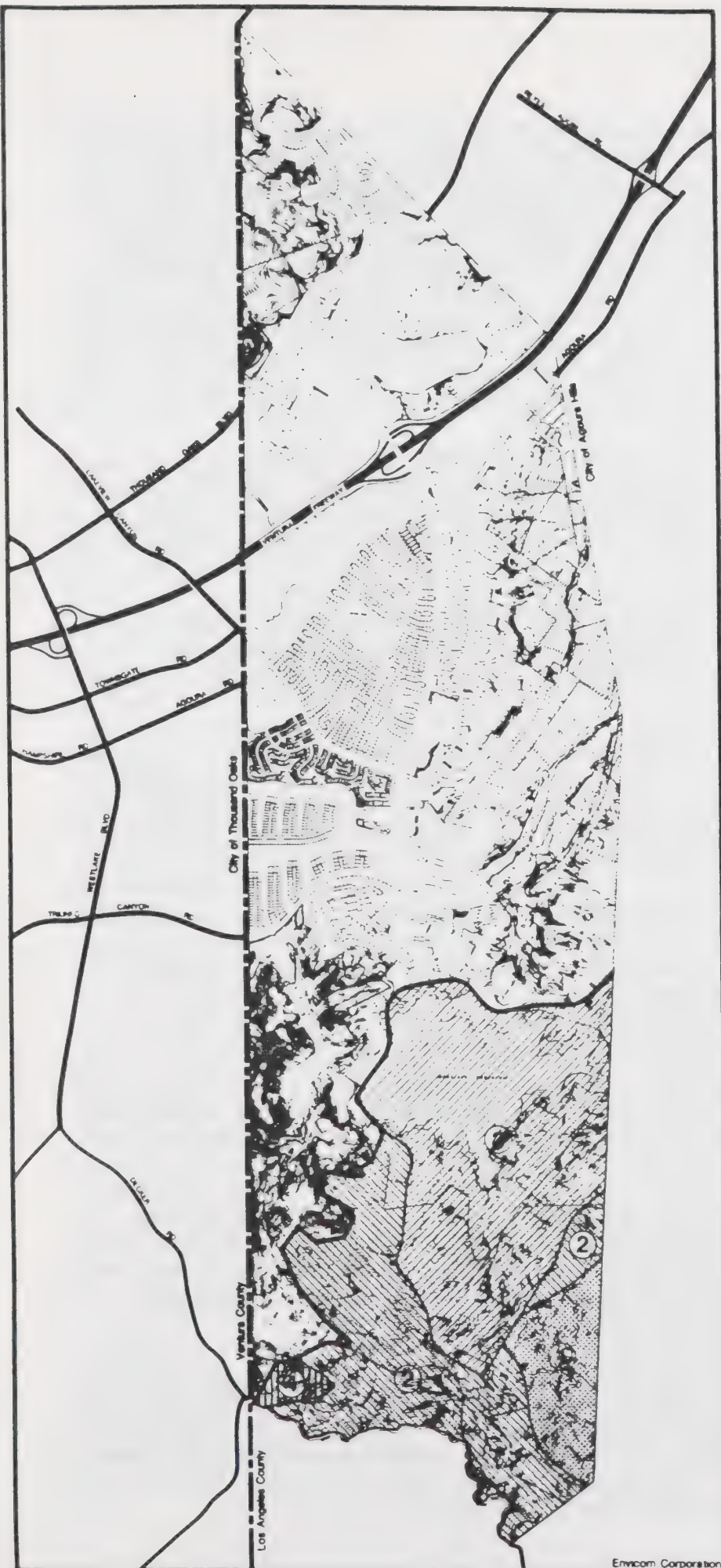
**Management Emphasis:** Perpetuation of biological, geological, and cultural values; protection from development and visitor uses that could damage irreplaceable resources, important biological areas, critical habitat archaeological sites, and significant landform features.

**Appropriate Uses:** Hiking, primitive camping, nature study, interpretive programs (conducted and self-guided), horseback riding (restricted in some areas); research; existing residential use; new residential development that maintains the significant natural and cultural values.

Figure 25

## SANTA MONICA MOUNTAINS NATIONAL RECREATION AREA

-  Special Natural or Cultural Area
-  Scenic and Resource Oriented Recreation Area
-  Watershed Buffer Area
-  Structured Recreation or Park Operations Area



Envicor Corporation

**Active Management:** Management of endangered species and their habitats; monitoring of the effects of visitor use on natural and cultural values; regulation of use when necessary to maintain integrity; perpetuation of natural processes; management of historic and archaeological resources according to approved policies; where natural resources have been altered, management to encourage restoration of a natural regime; reduction of adverse impacts from fuel breaks and firebreaks by relocating them or using less destructive means of vegetation manipulation; establishment of recreational use capacities; transfer of development rights to other areas.

- Watershed Buffer Area

**Resource Characteristics:** Watersheds that contain natural and cultural resources that could be altered by erosion or water pollution; watersheds that provide important wildlife habitat; watersheds upstream of important natural or cultural features sensitive to watershed impacts.

**Management Emphasis:** Protection of natural values within the watershed where activities could adversely affect downstream areas of biological importance; protection of natural wildlife corridors between protected watersheds.

**Appropriate Uses:** Hiking, hike-in camping, nature study, interpretive walks, horseback riding; research; picnicking; existing and new low-density residential development where cumulative impacts to habitat and watershed value can be mitigated and parcels already have legal road access and water service.

**Active Management:** Restoration of disturbed areas to minimize erosion and desimentation; monitoring of water quality; establishment of recreational use capacities; review of development proposals to suggest impact mitigations.

- Scenic and Resource-Oriented Recreation Area

**Resource Characteristics:** Natural settings, less sensitive natural communities, modified landscapes in process of recovery, lands that are important to the view from scenic roads and trails, and agricultural landscapes.

**Management Emphasis:** Provision of environmentally compatible recreational activities, with small dispersed facilities that have a minimal effect on natural resources, natural processes, and scenery; protection of natural and man-made views, scenic features, and compatible landscapes, including agricultural areas.

**Appropriate Uses:** Farming, ranching, and grazing; scenic driving, hiking, hike-in and walk-in camping (group or family), sight-seeing, nature study, interpretive walks, outdoor education, fishing, bicycling, horseback riding, unstructured outdoor sports and games, picnicking; research; information; rural residential use; development clustered to preserve open space atmosphere.

Active Management: Landscape management to reestablish or create a natural appearance, including reclamation and restoration of disturbed areas, screening of facilities, and protection of views; suggestion of design and grading mitigating measures on development seen from roads and trail viewpoints; protection and preservation of existing resources; monitoring of agricultural and scenic easements.

The Plan also designates an "Activity Site" near the intersection of Decker Road and Carlisle Canyon Road, which would function as an orientation and "jumping off" point to the backcountry and the rest of the NRA, which will be largely undeveloped for recreational use.

Some of the Management Plan's classifications and designations conflict with the General Plan land use designations for the area. The greatest inconsistency is between the Management Plan's "Activity Site" designation for the area near the intersection of Carlisle Canyon and Decker Roads, and the General Plan's designation of "Residential". The NPS has no regulatory authority over land within the NRA that it does not own. Local permitting procedures and ordinances apply to all privately-owned land within the NRA, including lands on which the NPS has acquired an easement. However, the NPS will comment to the appropriate local jurisdiction as an interested and affected landowner on land use proposals made by others within the NRA boundary when those proposals have the potential to affect the intent of the enabling legislation that established the NRA.

The Plan designates two areas of open space within the City for possible future acquisition, however, these areas have not been given a high purchase priority.

### Trails

Several trail systems adopted and being implemented by other jurisdictions in the area are available to City residents and propose segments of trails within the City itself. One of the trail networks, adopted by the National Park Service and incorporated in Los Angeles County's Malibu/Santa Monica Mountains Area Plan, consists of a backbone trail planned to run east and west from Topanga Canyon to Point Mugu State Park, with feeder trails connecting to parks, beaches and population areas (see Figure 26). One of these feeder trails is proposed to run along the ridge of Lady Face Mountain, which is south of and proximate to the City. A feeder trail to serve the City could be extended from the Lady Face trail along the north side of Triunfo Canyon to Lindero Canyon Road. Implementation of this trail could be feasible in this area because most of the affected property is being acquired by the Santa Monica Mountains Conservancy.

Another proposed trail affecting the City is the National Recreation Area trail which would pass through the southwestern portion of the City, roughly paralleling Decker Road. A trail head is also proposed within the City near the intersection of Decker and Carlisle Canyon. This alignment could be secured, as the property is presently undeveloped.

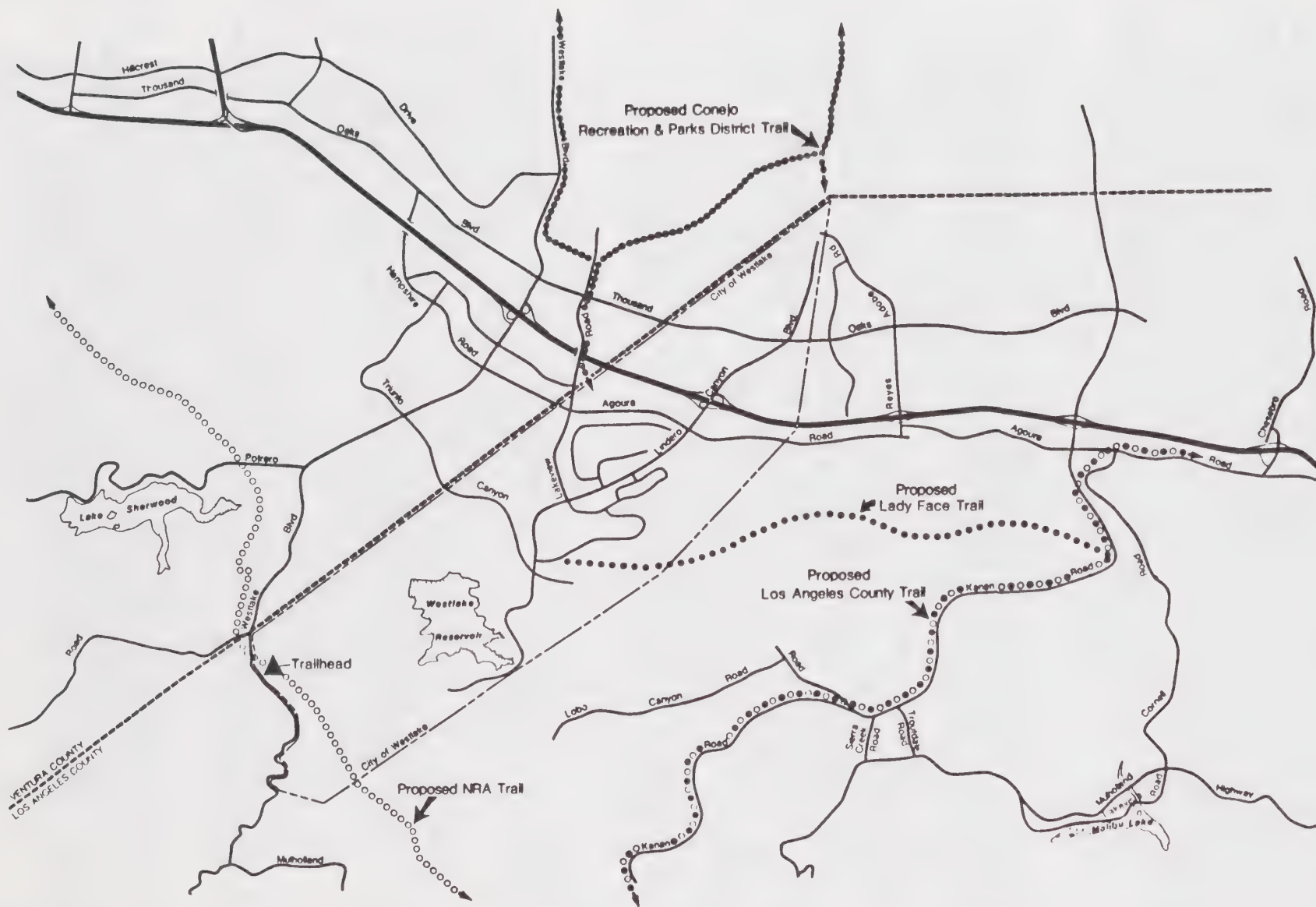


Figure 26

# POTENTIAL TRAIL ALIGNMENTS

1 Mile



The Master Plan of Equestrian/Hiking Trails adopted by the Conejo Recreation and Parks District also indicates two proposed trails extending from the City of Thousand Oaks into the City at its northeastern tip (adjacent to the future Lindero Canyon Road extension) and at the northern end of the golf course, after using the Lakeview Canyon overpass to cross the freeway. It is not known, however, what the alignment of these trails would be once they enter the City. The most desirable routes would be those which could connect to the proposed Los Angeles County/National Recreation trails while traversing through the undeveloped portions of the City. Further study will be needed to determine the most feasible alignments for these trails.

#### **4. ACQUISITION AND FINANCING OF RECREATIONAL FACILITIES**

As part of the subdivision approval process, the City may require dedication of land for park and recreational uses, the payment of in-lieu fees or a combination of both, provided it has enacted an enabling ordinance and the requirement is consistent with the principles and standards contained in this Chapter. State law limits the maximum dedication requirement to three acres per 1,000 population expected to be generated by the subdivision. In consideration of the present deficiency of public parkland and recreational facilities in the City, a three-acres-per-1,000 population standard should be used for the City's park dedication ordinance. (Application of this standard to the City's current population results in a parkland deficiency of 12 acres.)

A partial credit may be granted against the requirement of land dedication or in-lieu fees for private open space within a proposed subdivision which is to be used for park and recreation purposes and is to be privately owned and maintained by the future residents of the subdivision. The private open space is to be improved with recreational amenities such as a children's play apparatus area, a family picnic area, a game court area, a turf playfield, a swimming pool and/or a recreation center. The credit against land dedication requirements for such areas is not to exceed 50% of the requirement.

#### **RECREATION POLICIES AND IMPLEMENTATION MEASURES**

It shall be the policy of the City of Westlake Village to:

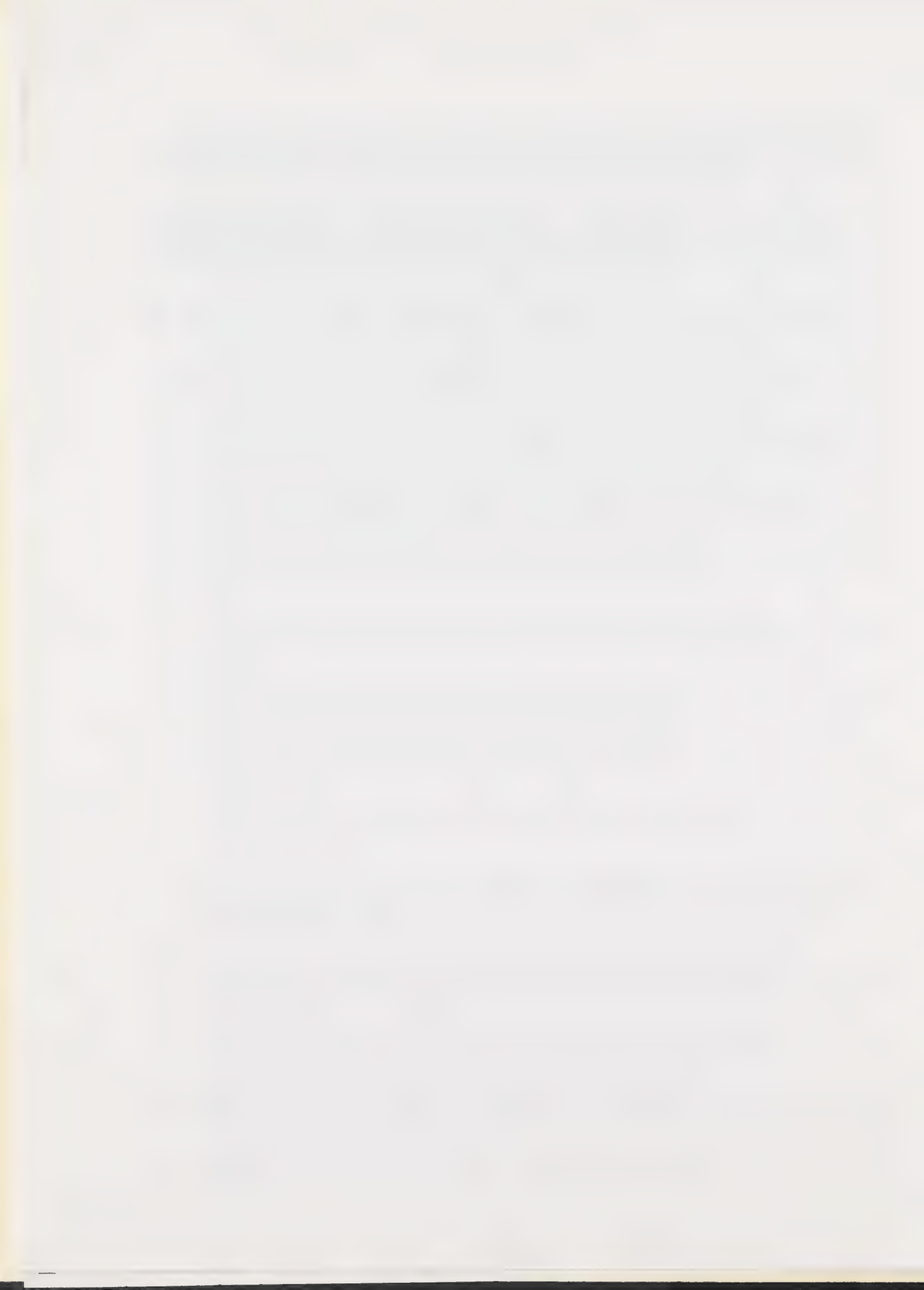
1. Encourage the provision of recreational facilities in the design of new development.
2. Increase the City's recreational area through the joint use or multi-purpose use of existing and future open space.
3. Encourage the development and maintenance of quality commercial recreational facilities.
4. Encourage local citizens groups to participate in the development and maintenance of recreational facilities.

5. Cooperate with other jurisdictions to achieve the multiple-use management of public lands, specifically recognizing recreation as a desirable use.

#### Implementation Measures:

1. Prepare a comprehensive recreational master plan which identifies the type, location and size of future parks, and sets forth a capital improvements program and use standards.
2. Designate a hiking and riding trail network within the City in coordination with other jurisdictions and require easements and improvements as part of future development.
3. Work with the National Park System to cooperatively plan for those areas of the City within the Santa Monica Mountains National Recreation Area.
4. Locate park sites adjacent to existing or designated open space areas, where practical.
5. Analyze the interface between Reyes Park and White Oak School and develop strategies to maximize interrelated recreational use of the sites.
6. Work with the school district to achieve the interim and/or permanent use of the vacant school site on Foxfield Drive for recreational purposes.
7. Consider acquisition of the vacant school site for recreational purposes, should it be declared as surplus property.
8. Consider the development of Westlake Reservoir as a recreational facility.
9. Support the retention of Westlake Golf Course as a recreational resource.
10. Ensure that the costs of acquiring, improving and maintaining City recreational facilities are consistent with the ability and willingness of the residents to pay.
11. Establish a park funding program based on general revenue funds, State and Federal grants and development contributions of land, facilities and in-lieu fees.
12. Adopt an ordinance to implement the provisions of the Quimby Act and require developer land dedication and/or in-lieu fees.
13. Give credit for private recreational facilities in new development towards Quimby Act requirements, not to exceed 50% of requirements.
14. Pursue outside funding sources for the acquisition and development of parks.

15. Encourage City-supported recreational programs to become economically self-sustaining through user and registration fees.
16. Consider the preparation of a "gift catalog" of recreation-related, tax-deductible gifts which can be purchased by citizens or corporations and donated to the City in their name, such as bike racks, picnic tables, sports equipment, etc.
17. Work with the school district to provide recreational programs at school sites.
18. Encourage the establishment of a nonprofit corporation to assist in carrying out the City's park and recreation programs.
19. Encourage service groups, such as the Scouts, to assist in the maintenance of City park facilities.
20. Consider the appointment of a trails committee to coordinate the development of trails within and adjacent to the City.



# Chapter Three

# **Natural Resources**

## GOALS

To provide for the planned management, preservation and wise utilization of the City's natural resources.

To maintain a sense of natural openness within the urban environment in order to enhance the physical, emotional and mental well-being of City residents.

To encourage the optimal use of scarce resources.



## CHAPTER THREE

### NATURAL RESOURCES

The City of Westlake Village's geographic location and physical characteristics somewhat limit the extent of productive natural resources within its boundaries; that is, it contains no significant water sources, aquifers, fisheries, timber stands, prime agricultural soils, rock deposits or oil reserves. However, the City is situated at the base of the Santa Monica Mountains, which encompass unique terrestrial and coastal ecosystems and represent the City's most valuable natural resource. As most of the City's undeveloped land is located in the foothills of the Santa Monicas, particular consideration must be given to the design of new development in order to preserve the following resources to the greatest extent possible:

- Biological Resources
- Visual Resources/Scenic Highways
- Open Space
- Watershed Areas

Other resources of community-wide importance include:

- Scarce Resources
- Air Quality

Each of these resources are discussed in this chapter in terms of existing conditions within the City and policies directed towards their conservation and enhancement.

## A. BIOLOGICAL RESOURCES

The City of Westlake Village is located along the northern edge of the Santa Monica Mountains and encompasses large expanses of undeveloped open space. These natural areas support a wide array of native vegetation and an associated high diversity of native wildlife. Communities range from sparse coastal sage scrub and chaparral on steep rocky slopes to dense oak and riparian woodlands lining creekbeds and canyons. Such natural communities were once widespread along the foothills and valleys. As a result of the gradual expansion of urban areas in western Los Angeles and eastern Ventura Counties, however, these communities remain only in small pockets surrounded by development or in remote mountainous areas. Many of the City's natural features are prominent, lending to the area's overall natural and scenic character. With careful planning and sensitive development designs, these resources can be maintained in conjunction with urban growth.

Vegetation and wildlife have been described on the basis of recognizable assemblages of species known as biotic communities. Biotic communities occurring within the City are briefly discussed below; their general locations in the undeveloped areas are depicted in Figure 27. Lists of representative species are presented in Tables 19 and 20.

### 1. BIOTIC COMMUNITIES

#### Oak Woodlands and Savannahs

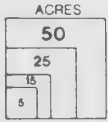
Perhaps the most widely-recognized and most environmentally sensitive resources of the City of Westlake Village are the oak woodlands and oak savannahs (the term "savannah" refers to areas of widely-scattered oaks), which are found in several locations throughout the City. These natural communities often occupy gentle terrain which is topographically quite suitable for urban development and, as a result, oak-dominated communities have been replaced or altered by urban land uses throughout much of Southern California. Native oak communities are considered biologically critical not only for the majestic trees they are composed of, but also because they support a tremendous variety of wildlife, many of which are secretive and ill-adapted to urban areas. The importance of oak communities is heightened by their gradual removal statewide. The valley oak tree is considered the most sensitive of the two native oaks occurring within the City due to its smaller numbers and more restricted distribution. Representative species of the City's natural oak communities include the coast live oak, California holly, coffeeberry, mule deer, ground squirrel, California quail, scrub jay and various types of woodpeckers, hawks and owls.

The more open oak savannah is characterized by widely-spaced valley oaks growing amidst a dense cover of introduced grasses such as wild oats and bromes. Typical oak savannah wildlife include the loggerhead shrike, mourning dove, red-tailed hawk, various woodpeckers and numerous small mammals such as field mice, ground squirrels and gophers.

Figure 27

**BIOLOGICAL  
RESOURCES  
OF  
UNDEVELOPED AREAS**

-  Riparian Woodland
-  Oak Woodland
-  Oak Savannah
-  Coastal Sage Scrub
-  Grassland
-  Mixed Chaparral and Grassland
-  Weedy Field
-  Bare Ground



Envicor Corporation

TABLE 19

## COMMON PLANT SPECIES OF THE CITY'S NATURAL AREAS

<u>Scientific Name</u>	<u>Common Name</u>
I. NATIVE TREES	
<u>Juglans californica</u>	Walnut
<u>Quercus agrifolia</u>	Coast live oak
<u>Quercus lobata</u>	Valley oak
<u>Sambucus mexicana</u>	Elderberry
II. NATIVE SHRUBS/SUBSHRUBS	
<u>Adenostoma fasciculatum</u>	Chamise
<u>Arctostaphylos glauca</u>	Manzanita
<u>Artemisia californica</u>	California sagebrush
<u>Baccharis glutinosa</u>	Mulefat
<u>Baccharis pilularis</u>	Coyote bush
<u>Ceanothus crassifolius</u>	Hoary-leaved ceanothus
<u>Ceanothus cuneatus</u>	Buckbrush
<u>Encelia californica</u>	California brittlebush
<u>Eriogonum fasciculatum</u>	California wild buckwheat
<u>Eriogonum cinereum</u>	Buckwheat
<u>Eriogonum parvifolium</u>	Buckwheat
<u>Haplopappus squarrosus</u>	Goldenbush
<u>Haplopappus palmeri</u>	Palmer's goldenbush
<u>Heteromeles arbutifolia</u>	Toyon
<u>Keckiella cordifolia</u>	Bush penstemon
<u>Leptodactylon californicum</u>	Prickly phlox
<u>Lonicera subspicata</u>	Honeysuckle
<u>Lotus scoparius</u>	Deerweed
<u>Lupinus longifolius fasciculatus</u>	Lupine bush mallow
<u>Mimulus longiflorus</u>	Bush monkey flower
<u>Nicotiana glauca</u>	Tobacco bush
<u>Quercus dumosa</u>	Scrub oak
<u>Rhamnus crocea</u>	Redberry
<u>Rhamnus ilicifolia</u>	Holly-leaved coffeeberry
<u>Rhus laurina</u>	Laurel sumac
<u>Rhus ovata</u>	Sugarbush
<u>Ribes malvaceum</u>	Chaparral currant
<u>Salix lasiolepis</u>	Arroyo willow
<u>Salvia apiana</u>	White sage
<u>Salvia leucophylla</u>	Purple sage
<u>Salvia mellifera</u>	Black sage
<u>Sambucus mexicanus</u>	Elderberry
<u>Solanum xanti</u>	Nightshade
<u>Toxicodendron diversilobum</u>	Poison oak
<u>Trichostema lanatum</u>	Wooly blue curls
<u>Yucca whipplei</u>	Our Lord's candle

Scientific Name

Common Name

III. NATIVE PERENNIAL HERBS

Artemisia douglasiana  
Astragalus trichopodus  
Bloomeria crocea  
Calochortus catalinae  
Carex sp.  
Castilleja affinis  
Cucurbita foetidissima  
Dichelostemma pulchellum  
Elymus condensatus  
Eriophyllum confertiflorum  
Foeniculum vulgare  
Hemizonia ramosissima  
Lomatium sp.  
Lonicera subspicata  
Marah macrocarpus  
Melica imperfecta  
Mirabilis californica  
Paeonia californica  
Poa scabrella  
Sanicula sp.  
Stipa spp.  
Typha domingensis  
Urtica holosericea  
Verbena sp.  
Zauschneria californica  
Zigadensus fremontii

Mugwort  
Loco weed  
Golden stars  
Mariosa lily  
Sedge  
Indian paintbrush  
Calabasilla  
Blue dicks  
Chaparral rye  
Golden arrow  
Sweet fennel  
Tarweed  
Lomatium  
Honeysuckle  
Manroot  
California melic grass  
Wishbone bush  
Peony  
Bluegrass  
Snakeroot  
Needlgrass  
Cattail  
Nettle  
Verbena  
California fushia  
Star lily

IV. NATIVE ANNUALS

Achyrrachaena mollis  
Amsinkia intermedia  
Calandrinia ciliata  
Claytonia perfoliata  
Cryptantha sp.  
Lasthenia chrysostoma  
Linanthus dianthiflorus  
Lupinus succulentus  
Orthocarpus purpurescens  
Peresia microcephala  
Pholistoma auritum  
Plantago erecta  
Salvia columbariae  
Stylomecon heterophylla

Blow wives  
Fiddleneck  
Red maids  
Miner's lettuce  
Popcorn flower  
Goldfields  
Ground pink  
Lupine  
Owls clover  
No common name  
Fiesta flower  
California plantain  
Chia  
Wind poppy

<u>Scientific Name</u>	<u>Common Name</u>
V. INTRODUCED ANNUALS	
<u>Avena barbata</u>	Wild oat
<u>Avena fatua</u>	Wild oat
<u>Brassica campestris</u>	Field mustard
<u>Brassica geniculata</u>	Mustard
<u>Brassica nigra</u>	Black mustard
<u>Bromus ssp.</u>	Brome grass
<u>Centaurea melitensis</u>	Tocalote
<u>Cirsium vulgare</u>	Bull thistle
<u>Eremocarpus setigerus</u>	Turkey mullen
<u>Erodium cicutarium</u>	Filaree
<u>Festuca megaleura</u>	Fescue
<u>Festuca ssp.</u>	Fescue
<u>Hemizonia sp.</u>	Tarweed
<u>Heterotheca grandiflora</u>	Telegrapa weed
<u>Malva parviflora</u>	Cheeseweed
<u>Malilotus indicus</u>	Sweet clover
<u>Sisyrinchium bellum</u>	Blue-eyed grass
<u>Stephanomeria virgata</u>	No common name
<u>Trichostoma lanceolatum</u>	Vinegar weed
<u>Xanthium spinosum</u>	Spiny clotbur

TABLE 20

## COMMON VERTEBRATE SPECIES IN THE CITY'S NATURAL AREAS

Amphibians

<u>Scientific Name</u>	<u>Common Name</u>	<u>Habitats*</u>
<u>Taricha torosa</u>	California newt	Os,Ow
<u>Ensatina eschscholtzi</u>	Ensatina	Os,Ow,S,C
<u>Batrachoseps attenuatus</u>	California slender salamander	S,G
<u>Aneides lugubris</u>	Arboreal salamander	Ow
<u>Bufo boreas</u>	Western toad	G,S,C,Os,Ow

Reptiles

<u>Uta stansburiana</u>	Side-blotched lizard	G,S,C,Os,Ow
<u>Sceloporus occidentalis</u>	Western fence lizard	G,S,C,Os,Ow
<u>Phrynosoma coronatum</u>	Coast horned lizard	S,C
<u>Eumeces skiltonianus</u>	Western skink	Os,Ow
<u>Cnemidophorus tigris</u>	Western whiptail	S,C,Ow
<u>Gerrhonotus multicarinatus</u>	Southern alligator lizard	Os,Ow
<u>Masticophis lateralis</u>	Striped racer	S,C
<u>Pituophis melanoleucus</u>	Gopher snake	S,C,G,Os,Ow
<u>Lampropeltis getulus</u>	Common ringsnake	S,C,G,Os,Ow
<u>Crotalus viridis</u>	Western rattlesnake	S,C,G,Os,Ow

Mammals

<u>Didelphis marsupialis</u>	Opossum	S,C,Ow
<u>Eptesicus fuscus</u>	Big brown bat	C,Ow
<u>Tadarida brasiliensis</u>	Brazilian free-tailed bat	C,S,
<u>Myotis californicus</u>	California myotis	C,S,G,Os,Ow
<u>Sylvilagus auduboni</u>	Desert cottontail	C,S,Ow
<u>Lepus californicus</u>	Black-tailed hare	G,Os
<u>Otospermophilus beecheyi</u>	Beechey ground squirrel	S,Ow,OS
<u>Sciurus griseus</u>	Western gray squirrel	Ow,Os
<u>Thomomys bottae</u>	Bottae pocket gopher	G,S,Os
<u>Peromyscus maniculatus</u>	Deer mouse	S,C,G,Os
<u>Reithrodontomys megalotis</u>	Western harvest mouse	S,C
<u>Neotoma fuscipes</u>	Dusky-footed woodrat	S,C
<u>Urocyon cinereoargenteus</u>	Gray fox	S,C
<u>Canis latrans</u>	Coyote	S,C,Os,Ow,G
<u>Odocoileum hemionus</u>	Mule deer	S,C
<u>Mephitis mephitis</u>	Striped skunk	S,C,Ow
<u>Cathartes aura</u>	Turkey vulture	G,OS,S
<u>Buteo jamaicensis</u>	Red-tailed hawk	G,Os,S
<u>Falco sparverius</u>	Sparrow hawk (kestrel)	G,Os
<u>Lophortyx californicus</u>	California quail	S,C
<u>Zenaidura macroura</u>	Mourning dove	G,S,Ow
<u>Bubo virginianus</u>	Great horned owl	C,Ow
<u>Tyto alba</u>	Barn owl	Ow,Os,G

<u>Scientific Name</u>	<u>Common Name</u>	<u>Habitats*</u>
<u>Otus asio</u>	Screech owl	Ow
<u>Aeronautes saxatalis</u>	White-throated swift	S,C
<u>Calypte anna</u>	Anna's hummingbird	S,Ow
<u>Colaptes auratus</u>	Common flicker	Ow,Os
<u>Dendrocopos nuttallii</u>	Nuttall's woodpecker	Ow,Os
<u>Melanerpes formicivorus</u>	Acorn woodpecker	Ow,Os
<u>Syornis saya</u>	Say's phoebe	G,Os
<u>Eremophila alpestris</u>	Horned lark	G
<u>Iridoprocne bicolor</u>	Tree swallow	G
<u>Aphelocoma coerulescens</u>	Scrub jay	S,C,Ow
<u>Corvus brachyrhynchos</u>	Common crow	G,Os
<u>Parus inornatus</u>	Plain titmouse	Os,Ow
<u>Psaltiriparus minimus</u>	Common bushtit	Ow,C,S,Os
<u>Chamaea fasciata</u>	Wrentit	C
<u>Thryomanes bewickii</u>	Bewick's wren	C,S
<u>Mimus polyglottos</u>	Mockingbird	S,Ow,Os
<u>Toxostoma redivivum</u>	California thrasher	C
<u>Turdus migratorius</u>	Robin	G,Os
<u>Hylocichla guttata</u>	Hermit thrush	Os,Ow
<u>Sialia mexicana</u>	Western bluebird	Ow,Os
<u>Pegulus calendula</u>	Ruby-crowned kinglet	Ow,Os
<u>Bombycilla cedrorum</u>	Cedar waxwing	Ow,Os,C
<u>Sturnus vulgaris</u>	Starling	G
<u>Vermivora celata</u>	Orange-crowned warbler	C,Ow
<u>Dendroica coronata</u>	Yellow-rumped warbler	G,Os,Ow
<u>Passer domesticus</u>	House sparrow	G
<u>Sturnella neglecta</u>	Western meadowlark	G,Os
<u>Euphagus cyanocephalus</u>	Brewer's blackbird	G,Os
<u>Carpodacus mexicanus</u>	House finch	S,G,Os,C
<u>Spinus psaltria</u>	Lesser goldfinch	G,Os,S
<u>Pipilo fuscus</u>	Brown towhee	S,C
<u>Zonotrichia leucophrys</u>	White-crowned sparrow	S,C,G,Os
<u>Z. atricapilla</u>	Golden-crowned sparrow	G,Os
<u>Amphispiza belli</u>	Sage sparrow	S,G
<u>Passerculus sandwichensis</u>	Savannah sparrow	G,Os

\*Habitat where animal is most likely found:

- C - Chaparral
- S - Coastal sage scrub
- G - Grassland
- Os - Oak savannah
- Ow - Oak woodland

## Chaparral and Coastal Sage Scrub

Chaparral is the most common and widespread biotic community in Southern California, forming a dense mantle over rocky slopes and mountainous terrain. Chaparral vegetation plays a vital role in stabilizing steep slopes and reducing erosion. Because of its density and dryness during summer and fall, chaparral is easily ignited and is well known for its tendency to burn. However, shrubs which make up chaparral vegetation have natural mechanisms for recovery following wildfires and quickly reestablish themselves within several years of a fire. Representative chaparral plants in the City and vicinity include chamise, California lilac, laurel sumac and scrub oak. Common chaparral wildlife includes the brown towhee, California quail and California thrasher.

Coastal sage scrub is much like chaparral in that it is composed of native shrubs adapted to dry, rocky slopes. Unlike chaparral, however, coastal sage scrub vegetation is deciduous during the summer and fall and thus appears dormant during these seasons. The most common plants of this community in the City of Westlake Village include purple sage, laurel sumac, yucca and black sage. Showy spring wildflowers are often abundant in the openings between these shrubs, particularly on the City's steeper, volcanic slopes. Common varieties are shooting stars, larkspurs, goldfields and blue dicks. Representative wildlife of coastal sage scrub-covered terrain include many of those also seen in chaparral such as the bushtit, Bewick's wren, gopher snake, California quail and, less frequently, the roadrunner.

Coastal sage scrub and chaparral are the most widespread natural communities of the City and the adjoining Santa Monica Mountains. Although common, these communities harbor large numbers of native species and care should be taken to retain significant stands of these habitats within the City.

## Grassland

The grassland community occurs on slopes and in valleys that have heavy, clay soils and is characterized by low annual herbs. Originally, the California grassland community was dominated by native perennial bunchgrasses, but was converted naturally to a non-native, annual vegetation during Spanish settlement of California as a result of overgrazing and the introduction of weedy European grasses and herbs.

Grassland vegetation is now characterized by wild oats, black mustard, brome-grasses and other European species. Many native wildflowers, such as owl's clover, Indian paintbrush and blow-wives are abundant in grassland areas during the spring months. Grasslands also provide critical foraging areas to large birds of prey seen soaring over the City, such as the red-tailed hawk, American kestrel, turkey vulture and marsh hawk.

## Weedy Fields and Barren Areas

Several open space areas within the City are sparsely vegetated, highly disturbed and are best termed "weedy fields". Species of plants and animals in these areas are predominantly non-native species such as the tumbleweed and introduced grasses previously discussed. Native wildlife

are few as a result of frequent disturbance, particularly discing for weed control. These areas have very little biological values and pose no major biological constraints to development.

## 2. RARE, ENDANGERED, SENSITIVE AND UNIQUE SPECIES

### Wildlife Species

Thorough documentation of the more sensitive native wildlife of the City of Westlake Village is not available, as extensive studies have not been conducted. However, the City contains the appropriate habitat to potentially support only one endangered species, the least Bell's vireo (Vireo bellii pusilus). This secretive bird inhabits dense riparian woodlands and probably does not occur within the City due to the small size of the riparian woodlands present. However, if it is found within any of the small riparian areas (such as the channel of Triunfo Canyon), care should be taken to minimize riparian vegetation removal in these areas.

No other species legally considered rare or endangered are present within the City, based on the natural habitat available. Various species considered sensitive or unique by private and government agencies because of their declining numbers statewide do occur at least occasionally in the general region. These species generally are restricted to relatively undisturbed, remote, natural or rural areas. They are described below. Protection of these species can be accomplished by retention of large natural areas in the most remote parts of the City.

- Golden Eagle (*Aquila chrysaetos*): Though not listed as rare or endangered, the golden eagle has "fully protected" status in California (California Fish and Game Code, Section 3511) and receives additional Federal protection under amendments to the Bald Eagle Protection Act (PL 92-535). The golden eagle is considered sensitive by Federal agencies and the California Department of Fish and Game due to its high position on the food chain and its requirements for isolated nesting sites and very large foraging areas. There are no records of recent sightings and, thus, their actual status in the Westlake area is unknown. If they occur here, they would probably be found only in the very remote areas south of Triunfo Canyon and the reservoir.
- Osprey (*Pandion haliaetus*): The Federal government considers the osprey a "sensitive" species. They have been seen hunting around the ponds in the North Ranch area and are to be expected in the reservoir area (Garrett and Dunn 1982).
- White-tailed Kite (*Elanus leucurus*): The white-tailed kite is a fully-protected raptor (California Fish and Game Code, Section 3511) which inhabits grassland and woodlands. Several pairs probably reside in the general vicinity of the City, although no specific records are available.
- Other Birds of Prey: The City and vicinity are utilized by many other raptorial birds (i.e., birds of prey) in addition to those referenced above. Like the golden eagle, these birds of prey are considered sensitive by biologists due to their high position on the food chain and their requirements for large foraging areas.

The National Audubon Society has developed a "Blue List" of declining species nationwide. Included in this listing are many birds of prey such as the marsh hawk, Cooper's hawk, red-shouldered hawk, Swainson's hawk, ferruginous hawk, American kestrel, barn owl, screech owl and burrowing owl, all of which may be found around the City of Westlake Village. Most of these raptors are not currently exhibiting declining populations in Southern California, but reduction in wintering habitat and foraging areas may become a significant limiting factor in the future.

Eleven species of raptors are known or are expected to nest within the boundaries of the area (Garrett and Dunn, 1981). These are the white-tailed kite, red-tailed hawk, red-shouldered hawk, prairie falcon, golden eagle, American kestrel, barn owl, screech owl, great-horned owl, burrowing owl and long-eared owl. The most abundant forms are the red-tailed hawk and American kestrel, which can be observed at any time of year in many areas of the City. Birds are regularly seen on power line poles and in trees.

The uncommon red-shouldered hawk prefers riparian vegetation or oak groves. As an example, the streamside vegetation of Triunfo Canyon provides excellent nesting habitat for this species.

Predators: Primary predatory mammal species inhabiting the Santa Monica Mountains include the mountain lion (Felis concolor), bobcat (Lynx rufus), badger (Taxidea taxus), grey fox (Urocyon cinereoargenteus), ring-tailed cat (Bassariscus astutus), coyote (Canis latrans), long-tailed weasel (Mustela frenata) and raccoon (Procyon lotor). Due to the reclusive, nocturnal habits of most predator species, combined with insufficient wildlife data for the mountains, reliable population estimates are not available. However, sightings are frequent for most of the species which reside within the mountains. The least frequently observed species are the ring-tailed cat, the long-tailed weasel and the badger. All of these species probably occur in the more remote areas of the City.

Intermediate-sized predators (coyote, striped skunk, raccoon, and grey fox) reside mostly in shallow burrows in brushy areas, natural crevices in rock outcroppings, and in small caves throughout remote, undeveloped parts of the City.

### Plant Species

No rare or endangered plant species have been observed within the City of Westlake Village during investigations conducted as part of the preparation of this document. Furthermore, no locations of such species are recorded by State, Federal or local agencies. However, there are several rare plant species restricted to rocky slopes or outcrops of the Santa Monica Mountains that potentially occur within City boundaries. If such species are found during future botanical investigations, their locations should be recorded with the California Department of Fish and Game and all feasible measures implemented for their protection. These species are identified in Table 21.

TABLE 21

SENSITIVE PLANT SPECIES WHOSE HABITATS ARE POTENTIALLY  
PRESENT WITHIN THE CITY OF WESTLAKE VILLAGE\*

<u>Scientific Name</u>	<u>Common Name</u>	<u>Habitat</u>
<u>Dudleya cymosa</u> ssp. <u>marcescens</u>	Santa Monica Mountains Dudleya	Shaded, rocky slopes at 1100 ft. chaparral. Santa Monica Mountains; mostly on Conejo volcanics.
<u>Dudleya parva</u>	Dudleya	Bare, rocky, often volcanic slopes, 1000 ft. chaparral, coastal sage scrub.
<u>Eriogonum crocatum</u>	Conejo Buckwheat	Dry, rocky slopes, partic- ularly on Conejo volcanics amidst coastal sage scrub.
<u>Hemizonia minthornii</u>	Santa Susana Tarweed	Rocky sandstone outcrops in Santa Monica and Santa Susana Mountains.

\*In addition to this listing of rare plants by the California Native Plant Society, the Smithsonian Institution (1974) has identified Eriogonum crocatum and Dudleya cymosa ssp. marcescens as endangered nationally and Dudleya parva as threatened nationally. Furthermore, Eriogonum crocatum, Hemizonia minthornii and Dudleya cymosa ssp. marcescens are designated as rare by the State.

Source: California Native Plant Society 1980, and National Park Service, 1982.

### 3. BIOLOGICAL SENSITIVITY

The natural areas within the City have been assessed as to their overall biological sensitivity, a term which refers to an area's importance as a vegetation and wildlife habitat. Although any natural area provides a refuge for native species, certain types of communities are considered more sensitive (i.e., more important) than others on the basis of the following criteria:

- overall distribution and abundance of natural community on a local and regional basis
- presence of plant or wildlife species that are declining in numbers or are uncommon, rare or endangered
- degree of disturbance
- native plant and wildlife species diversity
- overall size of natural community
- value of community as wildlife migration corridor

Based on these criteria, a natural area of highest sensitivity is one which supports a community restricted in distribution, harbors unique or declining species, lacks major urban-related disturbances such as loud noises, traffic or impacts on vegetation, is composed of a large number and variety of native species as opposed to only a few, is large in area, and which provides a wildlife movement corridor from one natural area to another.

In general, the biotic communities located within the City of Westlake Village have been assigned the following sensitivity levels:

<u>Biotic Communities</u>	<u>Sensitivity</u>
Oak Woodland/Riparian Woodland	Very High
Oak Savannah Rock Outcrops	High
Mixed Chaparral & Grassland Coastal Sage Scrub	Moderate
Grassland	Low
Weedy Field Bare Ground	Very Low

Those communities with a "Very High" or "High" biological sensitivity have been designated as Significant Habitat Areas in Figure 27, and are therefore subject to special study as part of any development which could affect the habitat (see Implementation Measure #1).

#### 4. INVENTORY OF BIOLOGICAL RESOURCES

More detailed evaluations of the undeveloped areas of the City and/or which contain significant biological resources are given below (see Figure 28 for area identification).

Area A supports well-preserved oak woodlands, coastal sage scrub and grassland. These biotic communities provide valuable foraging and roosting habitat for sensitive birds of prey and contain a varied array of native spring flowers. The oak woodland contains large valley and coast live oaks.

Area B supports expanses of oak savannah containing numerous healthy oak trees and provides critical foraging and roosting areas for sensitive birds of prey. Of particular sensitivity on this site are the narrow riparian corridors located near the southwestern and eastern boundaries.

Area C is considered highly sensitive with the exception of the area immediately adjacent to Agoura Road. The area is extremely biologically diverse, as it encompasses a very dense coast live oak woodland, a more open oak savannah and an annual grassland, all of which are nearly undisturbed habitats. The area is heavily utilized by native wildlife due to the large variety of vegetation present within a relatively small area.

Area D consists of rugged brush-covered slopes similar to those surrounding the reservoir. Non-urban wildlife are expected to be particularly abundant in this area due to its position adjacent to remote open space. Some of the rocky slopes in this area also support abundant spring wildflowers of botanical and aesthetic interest.

Area E encompasses a small oak savannah composed of a mixture of coast live oak and the less common valley oak. Although surrounded by residential development, the area supports numerous native birds (such as woodpeckers and kestrels) typical of more remote oak woodlands and savannahs.

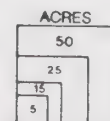
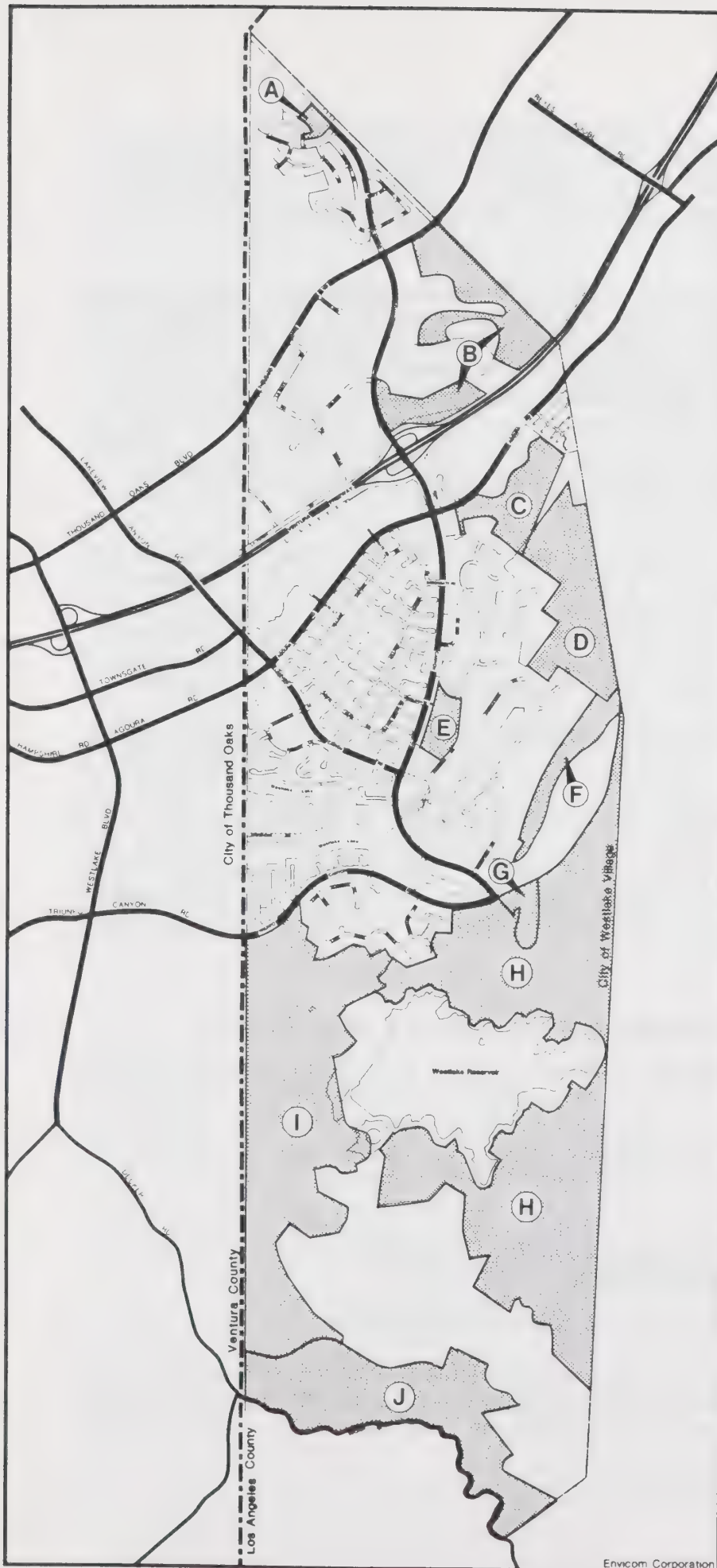
Area F contains a portion of Triunfo Canyon, an area rich in native trees and wildlife. The canyon bottom and creek banks of Triunfo Canyon are highly to very highly sensitive, as they support dense riparian thickets and trees and clusters of oak trees which provide water and shelter to native wildlife. These species appear tolerant of the noise and movement generated by the mobile home park to the east.

Area G encompasses an oak woodland which is considered highly sensitive. However, unauthorized use of the area for trash disposal has detracted from its overall ecological condition.

Area H consists of slopes and ridges surrounding the reservoir. This area constitutes a remote and relatively undisturbed natural area dominated by chaparral and grassland. This type of community once covered virtually all the rugged terrain of the City but is now primarily limited to this reservoir region. The entire area constitutes a large contiguous natural area rich in wildlife (including secretive non-urban forms such as bobcats and mountain lions). The overall sensitivity of the area is

Figure 28

# INDEX MAP TO BIOLOGI- CAL RESOURCES IN UNDEVELOPED AREAS



considered high; however, the most biologically-critical areas include the higher elevations most distant from existing development, and the least biologically-critical areas are those located in disturbed grassland immediately adjacent to the shoreline along the northeastern portion of the reservoir.

Area I is generally in a natural state and encompasses a mixture of oak and riparian woodland, chaparral, coastal sage scrub and grassland. In addition, the southeastern portion of the site encompasses rocky flats which are covered by a large spring wildflower display. The on-site woodlands are composed of both coast live oak and the less common valley oak, the latter of which is most frequent on flats in the eastern portion of Area 9. Also sensitive are the scattered sycamores located in several canyons and the stand of flowering ashes (Fraxinus dipetala) located in the steep canyon west of the reservoir.

All the wooded habitats in this area are considered highly sensitive because they provide protection, a food source and migration corridors for wildlife, including those restricted to woodlands as well as those inhabiting adjoining slopes. The proximity of much of this area to adjacent remote open space lands makes it of increased value to non-urban forms of wildlife such as mountain lions, roadrunners and birds of prey.

Area J encompasses relatively undisturbed chaparral and grassland similar to that surrounding the reservoir. In addition, a mixed oak/sycamore woodland lines the canyon in the western portion of the area. The woodland is the area's most significant and biologically sensitive habitat, as it is composed of vigorous native trees and provides a suitable roosting and nesting habitat for sensitive birds of prey. Although less sensitive than the woodland, the brush-covered slopes are valuable as undisturbed natural lands which form a contiguous ecological unit with dedicated open space areas to the northeast.

## **5. IMPACTS OF DEVELOPMENT ON BIOLOGICAL RESOURCES**

Development within or adjacent to areas with a very high or high biological sensitivity can result in the loss of significant vegetation, wildlife and habitats as well as cause a disruption of the area's natural processes. The negative effects of development on these areas can be avoided or lessened by compliance with the implementation measures below.

### **BIOLOGICAL RESOURCE CONSERVATION POLICIES AND IMPLEMENTATION MEASURES**

It shall be the policy of the City of Westlake Village to:

1. Permit development in designated Significant Habitat Areas (as shown in Figure 27) only when natural processes will not be significantly harmed or when superior values will be created.
2. Preserve and protect oak trees.

3. Recognize and retain, where feasible, unique spring and wildflower displays.
4. Encourage the blending of new landscaping with adjacent natural vegetation.

Implementation Measures:

1. Preserve Significant Habitat Areas (i.e., those areas with a "Very High" or "High" biological sensitivity) by placing in open space zoning, or by requiring open space dedications as part of development.
2. As part of any development proposal located within, or adjacent to, a designated Significant Habitat Area, require an analysis by a qualified biologist (subject to City approval) which evaluates the impact on the affected habitats or communities and recommends measures to mitigate the impact.
3. Adopt an oak tree preservation ordinance.
4. Require a landscape plan for any development proposed in an area containing significant natural vegetation, which details methods of preserving existing vegetation and efforts toward integrating new landscaping with it.

## B. VISUAL RESOURCES/SCENIC HIGHWAYS

The City of Westlake Village's appearance is primarily defined and enhanced by the backdrop of the Santa Monica Mountains. The area of the City generally south and east of Triunfo Canyon and Lindero Canyon Roads is comprised of foothills and ridgelines which transition into steeply-sloping terrain accented by volcanic rock outcroppings. Figure 29 depicts the topography and slope characteristics of the City's undeveloped areas.

The high visibility of most of the City's hillsides and ridgelines to residents and those traveling through the City requires that particular attention be given to development within these areas in order to preserve their visual amenities. The southeastern ridgeline is especially important in that it provides a physical separation between the City and the area outside the city limits to the south. The City's prominent ridgelines, defined as those which form a part of the skyline visible from any City arterial, are shown in Figure 8 (Chapter One). The verification and precise location of these ridgelines is subject to further field study.

Other significant visual resources within the City include the tree-lined and landscaped aspects of most arterials; Westlake Lake, which is surrounded by landscaped shores and frequently dotted with sailboats; Westlake Golf Course, which is heavily vegetated and provides a pleasant stretch of open space from both Agoura Road and the Ventura Freeway; and Westlake Reservoir, which is not presently visible to the general public, but may be exposed to future development.

There are no highways in the City presently designated as part of the State Scenic Highway system. Decker Road, a state highway which abuts the City on the southwest, is not being considered for official designation as a scenic highway by either Los Angeles County or the City of Thousand Oaks. However, opportunities exist for the preservation of views from this and several other circulation routes in the City; these are addressed below.

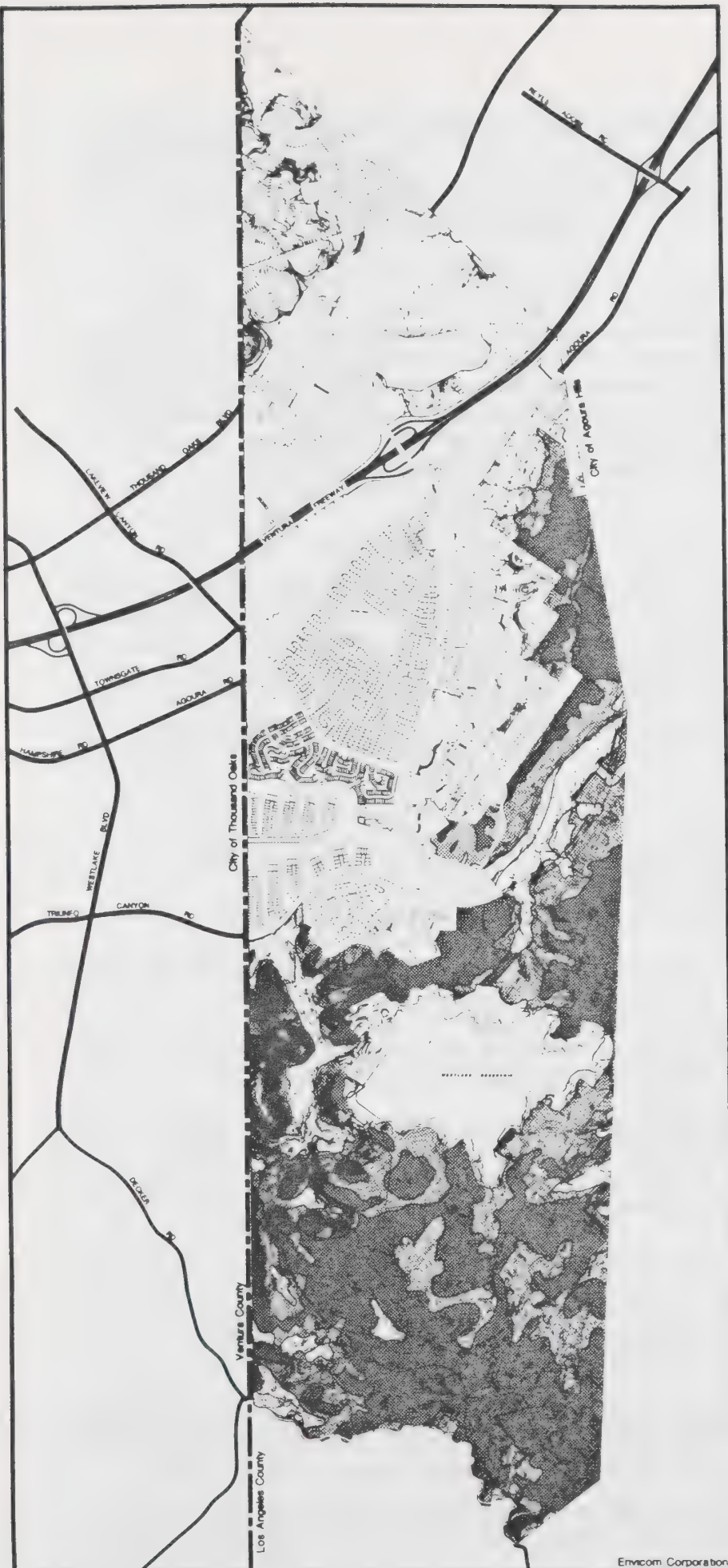
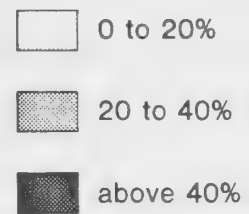
### 1. SCENIC CORRIDORS

Opportunities for preserving scenic corridors within the City exist along Decker Road and the future extensions of Triunfo Canyon Road, Lindero Canyon Road (southerly) and the street expected to serve the Three Springs area. Decker Road traverses undisturbed, mountainous terrain and affords exceptional views of oak woodland, heavily-vegetated hillsides and volcanic peaks. A significant portion of this view corridor is preserved as Las Virgenes Municipal Water District open space. However, development of the expanse of land lying between Decker Road and the permanent open space could obstruct these views or negatively impact the existing landscape. Therefore, it is of great importance that any improvements to the undeveloped property be reviewed to maintain the visual qualities of the corridor and integrate development with the surrounding environment. Visual impacts could be minimized by clustering development and/or maintaining most of the property in open space (especially that portion contiguous to the LVMWD open space).

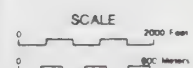
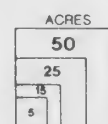
Figure 29

## SLOPE MAP

### Slope Categories



Envicor Corporation



The same consideration should be given to preserving the scenic qualities along the future road extensions previously mentioned, i.e., Triunfo Canyon Road, Lindero Canyon Road (south) and the street expected to serve the Three Springs area.

## **2. FREEWAY CORRIDOR**

Although located in an urbanized setting, the Ventura Freeway corridor provides significant views of the City. Travelers presently receive agreeable impressions of the City through views of the golf course, the Santa Monica Mountains backdrop and well-designed industrial development. Design review of new development which will be readily visible from the freeway will be required to preserve and enhance this image.

## **3. STREETScape**

Significant portions of the City's major arterials (Lindero Canyon Road, Agoura Road, Triunfo Canyon Road, Thousand Oaks Boulevard and a portion of Lakeview Canyon Road) have landscape medians which are presently planted or for which provision has been made for future planting (islands are already installed). Many of these streets also are lined with parkways and trees. The maintenance of existing landscaping and provisions for future installation will preserve and enhance the City's image and property values.

### ***VISUAL RESOURCE/SCENIC HIGHWAY PROTECTION POLICIES AND IMPLEMENTATION MEASURES***

It shall be the policy of the City of Westlake Village to:

1. Preserve the City's hillside backdrop and natural landforms in their present state to the greatest extent possible.
2. Encourage the maintenance of existing landscaped medians and parkways, and the development of new medians and parkways.
3. Maintain the visual quality of the City's water bodies.
4. Maintain the City's attractive appearance from the Ventura Freeway and enhance its image through the design of development.
5. Protect the scenic vistas from Decker Road.

Implementation Measures:

1. Establish a street tree planting and maintenance program.
2. Require the design of future streets and highways to incorporate landscaping in a manner similar to that found in existing City development.
3. Require a landscape plan for any City-approved commercial or industrial project, and for those areas of a residential project proposed to

be maintained by a homeowners association or landscape maintenance district.

4. Include provisions in the zoning ordinance to ensure the continued maintenance of required landscaping.
5. Adopt a hillside/ridgeline management ordinance containing development standards which (1) maintain the natural visual character of the hillsides to the maximum feasible extent, (2) integrate architecture and landscaping into the hillside setting, (3) encourage clustered development, (4) preserve significant visual and environmental elements, (5) minimize grading impacts, (6) preserve the prominent ridgelines designated in the General Plan, (7) require the contouring of manufactured slopes to blend with natural slopes, (8) encourage the use of innovative structural designs which adapt to the natural topography, (9) discourage "stair-stepping" of building pads, (10) require the blending of colors and materials with the hillside environment, and (11) provide for the planting of slopes with fire-retardant, drought-tolerant materials.
6. Require public utility and public works projects to minimize their impact on the natural and scenic qualities of open space areas.
7. Regulate development of the area adjacent to, and visible from, Decker Road, the future extensions of Triunfo Canyon Road and Lindero Canyon Road (south), and the street expected to serve the Three Springs area to achieve the following:
  - a. Maintenance of significant landforms and vegetation.
  - b. Preservation of scenic views.
  - c. Integration of structures and improvements with the surrounding environment to the greatest possible extent. Require detailed review of architectural elevations, heights, materials and colors.
  - d. Screening of potentially unsightly features from roads.
8. Require design review of development proposals readily visible from the Ventura Freeway to ensure the following:
  - a. Preservation of the view of the City's mountain backdrop from the freeway.
  - b. Use of appropriate architectural elevations, signing, landscaping, screening, setbacks, colors and materials which enhance the City's image and are consistent with the existing scale of development within the City.
9. Pursue with CalTrans the possibility of landscaping the City's freeway corridors. Coordinate with CalTrans the design of any State improvements which affect the appearance of the City.

10. Require the installation of landscaping and irrigation in existing, unimproved landscape medians by adjacent new development.
11. Consider the establishment of a landscape maintenance district along the freeway.

## C. OPEN SPACE

Open space is defined by State law as any area of land or water dedicated to the following general categories of uses:

- Preservation of natural resources
- Managed production of resources
- Provision of outdoor recreation
- Protection of the public health and safety

Of the 2002.25 acres which are presently developed or committed within the City, approximately 48% (997.27 acres) are devoted to open space uses. These uses are inventoried in Table 22 by open space category and discussed below.

### Natural Resources Preservation

Opportunities for natural resources preservation within the City through the provision of open space are generally limited to biological resources and watershed areas, which are discussed in their respective sections within this chapter. It is also anticipated that the City's Hillside Performance Standards will result in the preservation of prominent ridgelines as well as other hillside areas.

### Managed Production of Resources

As can be seen from Table 22, the City contains no open space devoted to the management of resource production, nor is it likely that the City will ever support such activities as timber harvesting, fishing or resource extraction. An evaluation of the City's agricultural capability indicates that the area had historically been used for dry farming, grazing, and limited orchard and crop production. However, the most productive soils in the City generally underlie existing urban development, while most of the undeveloped areas are considered only moderately productive.

Future agricultural uses within the City are highly unlikely due to potential interface problems between urban development and commercial farming (i.e., noise, odor, dust, pesticides, vandalism) and the fact that parcels suitable for farming based on soil capability are scattered and small in size.

### Provision of Outdoor Recreation

The maintenance of open space for outdoor recreation and scenic resource purposes is discussed within Chapter Two, Section E, and the Visual Resources section of this chapter, respectively.

### Public Health and Safety Preservation

Please refer to Chapter Four, Hazards, for a discussion of hazard areas to be preserved as open space.

TABLE 22

## INVENTORY OF EXISTING OPEN SPACE

<u>Category</u>	<u>Name</u>	<u>Acreage</u>	<u>Function</u>	<u>Ownership</u>
<u>Natural Resource</u>	Westlake Reservoir	237.40	City water supply	Public
<u>Outdoor Recreation</u>	Westlake Lake	79.80 (w/in City)	Boating and fishing permitted	Private (in common)
	Los Reyes Park	5.15	Outdoor recreation	Public
	"Hedgewall" Park	2.49	Unimproved	Public
<u>Public Health Protection</u>	Water District Open Space	342.03	Portion acts as watershed to reservoir	Private (LVMWD)
	Westlake Canyon Oaks Open Space	139.36	Dedicated open space	Private (in common)
	Triunfo Canyon Open Space	55.95	Santa Monica Mtns Conservancy	Public
	"The Trails" Open Space	41.51	Dedicated open space	Private (in common)
	Miscellaneous Open Space	27.78	Dedicated open space	Private (in common)
<u>Cemetery</u>	Valley Oaks Memorial Park	39.80	Cemetery	Private
<u>Public Safety Protection</u>	Flood Hazard and Restricted Use Areas	26.00	Dedicated open space	Private (in common)
<u>Total acreage:</u>		997.27		

## ***OPEN SPACE POLICIES AND IMPLEMENTATION MEASURES***

It shall be the policy of the City of Westlake Village to promote the public acquisition and private dedication of open space.

### **Implementation Measure:**

Establish a committee to (1) prioritize open space areas for dedication or acquisition, (2) investigate possible sources of funding for acquisition and maintenance, and (3) review development proposals containing open space for consistency with the General Plan.

## **D. WATERSHED AREAS**

The high quality of water contained in Westlake Reservoir and Westlake Lake must be ensured through appropriate conservation practices. The protection of the reservoir's 600-acre watershed is of particular importance, in that it serves as the City's drinking water supply (see Figure 11, Chapter One for limits of watershed area). A portion of this area is already preserved as open space and owned by Las Virgenes Municipal Water District. Any future development within the watershed limits must incorporate erosion, drainage and sewage controls in its design to prevent contamination of the reservoir.

The management of runoff into Westlake Lake is also important in order to limit fertilizers and pesticides, which generate excessive sedimentation and algae growth and adversely affect the fish stock. Development within the Triunfo Canyon watershed must also be regulated to limit the effects of erosion, runoff and pollutant impacts on the riparian environment found on the canyon bottom and creek banks. This habitat is biologically significant, as it provides water and shelter to native wildlife.

### **WATERSHED PROTECTION POLICIES AND IMPLEMENTATION MEASURES**

It shall be the policy of the City of Westlake Village to:

1. Maintain the high water quality of the City's water bodies.
2. Limit the impacts of development on Triunfo Canyon Creek and the City's other drainage areas.

#### **Implementation Measures:**

1. Through the development review process, require that the design of any development within the Westlake Reservoir and Triunfo Canyon watershed areas incorporates measures to control the impacts of runoff, erosion and pollutants.
2. Coordinate with other agencies to monitor the effects of development on the City's drainage areas.
3. Support the water pollution control policies of Las Virgenes Municipal Water District and Westlake Lake Management Association.

## **E. SCARCE RESOURCES**

All traditional energy resources consumed by the residents of the City of Westlake Village are imported, as there are no deposits of oil, natural gas and coal found within its limits. The limited availability of such energy sources has become increasingly apparent. Additionally, recent restrictions on water importation have caused the resource of imported water to be added to the list of scarce resources.

It is evident that man's continued and future activities are dependent on the conservation of existing, and the development of new, resources. The City can promote these actions by creating patterns of land use which reduce reliance upon the automobile and vehicle miles traveled, encouraging structural designs which reduce heat gain and loss, supporting water conservation measures and furthering the use of alternative energy sources.

Existing State regulations require the incorporation of energy-saving design features into new residential development. Section 66473.1 of the Government Code requires that a tentative tract map provide, to the extent feasible, for future passive or natural heating or cooling opportunities in the subdivision. These opportunities include designing the lot sizes and configurations to permit orienting structures so as to take advantage of a southern exposure, shade or prevailing breezes. All new construction (both residential and non-residential) is also required to comply with "energy budget" standards which establish maximum allowable energy use from depletable sources. These requirements apply to such design components as structural insulation, air infiltration and leakage control, setback features on thermostats, water heating system insulation (tanks and pipes) and swimming pool covers if a pool is equipped with a fossil fuel or electric heater.

The Las Virgenes Municipal Water District anticipates the availability of reclaimed water by 1986. Potential major users within the City include Westlake Golf Course, Valley Oaks Memorial Park and the greenbelt network. The District requires the installation of double piping to all new development to allow for the use of reclaimed water if such water will be available in the near future.

As the number of vehicle miles traveled directly affects the quality of air, the policies and implementation measures found in the following section (Air Quality) and directed at reducing total vehicle miles traveled would also apply to scarce resource conservation.

### **SCARCE RESOURCE CONSERVATION POLICIES AND IMPLEMENTATION MEASURES**

It shall be the policy of the City of Westlake Village to:

1. Encourage the incorporation of water and energy conservation features in the design of all new construction and the installation of conservation devices in existing development.

2. Promote the use of alternative energy sources.
3. Encourage the use of reclaimed water in the City.

Implementation Measures:

1. Require landscape plans submitted for City approval to incorporate plant species which are drought-resistant and/or are low water users, in order to reduce the consumption of potable water. Prepare an approved plant list for distribution to designers of project landscape plans.
2. Require landscape plans submitted for City approval to incorporate irrigation systems with automatic timers. Such timers shall have the capability of being adjusted to reflect seasonal water demand fluctuations.
3. Work with the Las Virgenes Municipal Water District towards the goal of irrigating all parkways, medians and park grounds with reclaimed water. When such water is available, encourage its use within the City, especially by large water consumers.
4. Allow variations in design standards to accommodate alternative energy systems and to protect installed systems.
5. Review residential development applications for compliance with Government Code Section 66473.1 and require the incorporation of energy-saving design features which may exceed State requirements, where feasible.
6. Support efforts to recycle waste.

## **F. AIR QUALITY**

The City of Westlake Village's air quality, like other natural resources, is limited. Within any time period, the local air basin has a restricted ability to dilute contaminants and maintain air quality at levels which do not adversely affect the population. Factors which limit the dispersion of pollutants include inversions, light winds and mountain ranges.

### **1. EXISTING AIR QUALITY CONDITIONS**

The City is located within the South Coast Air Basin, at its boundary with the Ventura County portion of the South Central Coast Air Basin. The South Coast Air Quality Management District (SCAQMD) maintains its closest monitoring station in Reseda. More indicative of air quality in the City of Westlake Village, however, would be that monitored in Thousand Oaks by the Ventura County Air Pollution Control District. The most recent available data (1980) indicates that ozone was the only monitored pollutant to exceed the National Ambient Air Quality Standards in Thousand Oaks. The ozone standard (0.12 ppm, averaging time: one hour) was exceeded on 11.9% of the days measured during smog season (May-October).

The entire South Coast Air Basin is specified as a "non-attainment" planning area, defined as an area which did not meet the National Ambient Air Quality Standards (NAAQS) by 1982 as required by the Federal Clean Air Act, amended 1977. Consequently, the SCAQMD and the Southern California Association of Governments (SCAG) have prepared an Air Quality Management Plan (AQMP) to provide for attainment of the NAAQS. As a means of projecting emissions and evaluating future compliance with the NAAQS, the SCAG and the SCAQMD have developed population projections for the South Coast Air Basin. These population figures are not to be interpreted as proposed growth limits relating to policy decisions. Rather, they are guidelines to indicate the population growth which was anticipated as air pollution control measures were developed. For planning purposes, the "non-attainment" area was divided into Regional Statistical Areas (RSA's), with the City of Westlake Village located in RSA-7.

### **2. AIR QUALITY IMPACTS ASSOCIATED WITH BUILD OUT**

Consistency of the General Plan's proposed residential buildout with the AQMP is determined by consistency with SCAG population projections. The SCAG RSA-7 projection for the year 2000 is 73,000. Build out under the General Plan would add a population of 5,831 to the 1980 census base of 36,804. The resulting population of 42,635 would be well within the limits of the SCAG 2000 projection.

Commercial development proposed in the South Coast Air Basin is considered to be consistent with the AQMP if its uses conform to adopted land use plan designations of the property. Commercial development is seen as a population-dependent use, as opposed to a population-generating use. Thus, if population estimates are within the SCAG projections for the subject RSA, it is assumed that emissions associated with the commercial uses have been accounted for in the AQMP policies. As residential

population associated with the General Plan, in addition to existing population, is expected to remain within the limits of the SCAG RSA-7 projection for the year 2000, then associated commercial uses would be considered to be consistent with the AQMP.

Thus, build out of the proposed General Plan for the City of Westlake Village would be consistent with the Air Quality Management Plan of the SCAQMD. The following discussion regarding the generation of emissions is provided for informational purposes.

Build out of proposed uses will generate emissions from both short term and long term sources. Short term air quality impacts are emissions associated with construction, and include those from employee vehicles and construction equipment, and dust generated during early stages of construction. Long term impacts consist of emissions from both mobile and stationary sources resulting from daily vehicle trips, combustion for space and water heating, and off-site generation of electricity.

In general, short term impacts are considered minor relative to long term effects. However, short term impacts would be expected to be of local significance periodically during project grading and construction. Construction emissions also tend to occur during periods of poor air quality, that is, summer. The greatest short term concern would be the localized impact of fugitive dust not controlled by wetting during land clearing and grading operations.

The primary air quality impact resulting from General Plan buildout would be expected to be emissions related to mobile (vehicle trips) and stationary (energy consumption) sources. Mobile emissions for the proposed development are indicated in Table 23. These emissions are based upon a projected daily vehicular mileage of 401,075 derived per Table 24.

Stationary emissions result both from water/space heating and cooking and electrical energy use. Emissions associated with the natural gas consumption and the use of electricity are listed on Table 25. It should be noted that emissions associated with natural gas would be generated on-site, while those from electricity would be emitted at the site of the power plant, not the proposed development.

Table 26 lists the total stationary and mobile emissions expected to be generated. Those emissions are shown in comparison to the West San Fernando Valley emissions on Table 27. Given local growth since 1979, emissions in the area would have increased such that the proposed project would actually represent a smaller percentage increase than that shown on Table 27.

In summary, air quality within the City will be determined by the success of pollution controls imposed throughout the entire region, as pollutants do not respect jurisdictional boundaries. However, through the adoption and application of general plan policies, the City can work towards further improving local, as well as regional, air quality. City policies which can most effectively be applied deal with the nature and distribution of land uses and regulations which are directed at reducing the number of motor vehicle miles traveled.

TABLE 23  
MOBILE EMISSIONS (1990) (Tons/day)<sup>b</sup>

Land Use	Mileage	CO	NO <sub>x</sub>	SO <sub>x</sub>	TSP	THC
Emissions Factors <sup>a</sup>	N.A.	12.90	2.09	0.20	0.31	1.22
General Commercial	166,983	2.372	0.384	0.037	0.057	0.224
Business Park	123,994	1.762	0.285	0.027	0.042	0.167
Office Commercial	17,052	0.242	0.039	0.004	0.006	0.023
Multi-Family	31,430	0.447	0.072	0.007	0.011	0.042
Single-Family	61,616	0.875	0.142	0.014	0.021	0.083
Total	401,075	5.698	0.992	0.089	0.137	0.539

<sup>a</sup> Emissions in grams per mile at 45 m.p.h.

<sup>b</sup> One ton equals 908,000 grams

Source of Emission Factors: South Coast Air Quality Management District, 1980.

TABLE 24  
PROJECTED DAILY VEHICLE MILEAGE

<u>Land Use</u>	<u>Trips/Day</u>	<u>Trip Length<sup>a</sup></u>	<u>Mileage</u>
General Commercial			
Work Trips <sup>b</sup>	2,166	9.7	21,010
Non-Work Trips <sup>b</sup>	23,544	6.2	145,973
Business Park			
Work Trips	8,200	9.7	79,540
Non-Work Trips	7,170	6.2	44,454
Office Commercial			
Work Trips	1,400	9.7	13,580
Non-Work Trips	560	6.2	3,472
Multi-Family Residential			
Work Trips	1,710	9.7	16,587
Non-Work Trips	2,394	6.2	14,843
Single-Family Residential			
Work Trips	1,853	9.7	17,974
Non-Work Trips	7,039	6.2	<u>43,642</u>
TOTAL	56,036	-	401,075

<sup>a</sup> Derived from LARTS study.

<sup>b</sup> Derived from Tables 3 and 10; residential calculations assumed that one of every four households has 2 working members; i.e., 2.5 work trips/unit.

TABLE 25

STATIONARY EMISSIONS EXPECTED TO BE GENERATED BY PROJECT  
(Tons/Day)

	CO	NO <sub>x</sub>	SO <sub>x</sub>	TSP	THC
Power Generation					
Emission Factor <sup>a</sup>	0.200	2.300	2.700	0.401	0.170
Emissions <sup>b</sup>	0.040	0.464	0.545	0.081	0.034
Home Heating and Cooking					
Emission Factor <sup>c</sup>	0.020	0.100	NEGL	NEGL	0.008
Emissions <sup>d</sup>	0.010	0.048	NEGL	NEGL	0.004
Total Stationary Emissions	0.050	0.512	0.545	0.081	0.034

<sup>a</sup> Emissions Factor: lbs/1000 KWH/year.

<sup>b</sup> Based on electricity usage of 403,781 kilowatt hours/day, it should be noted that those emissions associated with power generation will not be emitted directly at the site, but rather at the site of the power plant.

<sup>c</sup> Emissions Factor: lbs/1000 cubic feet/year.

<sup>d</sup> Based on natural gas usage of 968,795 cubic feet/day. Emissions would occur at point of use.

Source of Emissions Factors: South Coast Air Quality Management District, February 1977, Air Quality Handbook for Environmental Impact Reports, revised 1980.

TABLE 26  
TOTAL MOBILE AND STATIONARY EMISSIONS  
(Tons/Day)

	CO	NO <sub>x</sub>	SO <sub>x</sub>	TSP	THC
Stationary <sup>a</sup>	0.050	0.512	0.545	0.081	0.034
Mobile	5.698	0.992	0.089	0.137	0.539
Total	5.748	1.504	0.634	0.218	0.573

<sup>a</sup> It should be noted that those emissions associated with power generation will not be emitted directly at the point of usage, but rather at the site of the power plant.

TABLE 27

RELATIONSHIP BETWEEN BUILD OUT  
AND WEST SAN FERNANDO VALLEY (SFV)  
BASELINE DATA, DAILY EMISSIONS

	CO	THC	NO <sub>x</sub>
WSFV Emissions (tons/day)	371.590	71.000	50.000
Projected General Plan Emissions (tons/day)	5.748	0.573	1.504
General Plan as Percent of WSFV Emissions	1.6%	0.8%	3.0%

<sup>a</sup> Based upon 1979 emissions inventory for average day (Farris, 1983). No data available for sulfur oxides or total suspended particulates.

## **AIR QUALITY POLICIES AND IMPLEMENTATION MEASURES**

It shall be the policy of the City of Westlake Village to:

1. Encourage the use of mass transit and other transportation options which reduce vehicle miles traveled, in order to improve air quality.
2. Promote a pattern of land uses which minimizes vehicle miles traveled.
3. Discourage land uses which would contribute significantly to air quality degradation.

### **Implementation Measures:**

1. Require priority parking areas for car poolers in projects with relatively large numbers of employees to reduce vehicle miles traveled and improve air quality.
2. Establish park and ride facilities to encourage car pooling and the use of mass transit.
3. Promote the use of bicycles by providing safe bicycle paths and requiring provision of storage facilities in commercial and industrial projects.
4. Cooperate with the Rapid Transit District to provide a comprehensive mass transit system for the City; require new development to provide related improvements, such as bus stop shelters and turnouts.
5. Provide, to the extent possible, local job opportunities and commercial services to reduce the amount of vehicle miles traveled.
6. Require dust abatement measures during significant grading and construction operations.
7. Cooperate with the South Coast Air Quality Management District and implement appropriate measures contained in the Air Quality Management Plan.

# Chapter Four

# **Hazards**

## GOALS

To minimize hazards to the public health, safety and welfare resulting from natural and manmade phenomena.

To ensure that City residents are protected from excessive noise and existing moderate levels of noise are maintained.



## CHAPTER FOUR

### HAZARDS

This chapter addresses a wide range of concerns related to natural and man-made hazards. In addition to identifying existing and potential hazards, policies and implementation measures are directed at the establishment or improvement of safety programs in order to reduce injury, death and loss of property.

The following topics are addressed in this chapter:

- Geologic, seismic and flooding hazards
- Fire hazard
- Noise

# A. GEOLOGIC, SEISMIC, AND FLOODING HAZARDS

## 1. GEOLOGIC AND SEISMIC SETTING

The City of Westlake Village is located in the Transverse Ranges Geologic Province, a system of east-west trending valleys and mountain ranges that extends from Cajon Pass on the east to Point Conception on the west. These major physiographic features are controlled by the trends of major faults and folds in the rock units that also trend east-west. This orientation is in striking contrast to the northwest-southeast trend in most of the remainder of the State.

Rock and soil units within the City consist of a "basement" rock composed primarily of volcanic units but with a relatively limited area of sedimentary rocks, primarily shale and siltstone, in the hills north of the freeway. The volcanic units include basaltic lava flows and complex combinations of ash and other material ejected from ancient volcanoes. These units are overlain in the valleys by alluvium (stream deposits) composed of varying amounts of sand, silt and clay.

The geologic structure of the rock units is only moderately complex and consists primarily of a relatively consistent north to northeast inclination of the rock layers at angles generally in the range of 20 to 30 degrees. This simple arrangement is interrupted by a moderately complex pattern of faulting, and some rock units, particularly the sediments, are more intensely deformed near the faults. There is no direct evidence to indicate that any of these faults have been active in the recent geologic past, nor is there any reason to suspect from regional relationships that any of them should be considered hazardous.

Significant earthquakes which should be expected to occur in the foreseeable future and which should be considered in the design of structures in the City are of two distinct types: (1) major events generated by movement on a very large but relatively distant fault, and (2) medium-sized events generated by movement on a closer fault.

The most likely event of the first category is the Richter magnitude 8-8.5 earthquake expected (i.e., probability of occurrence 50% or greater) on the San Andreas fault within the next 30 years. The shaking that would accompany this earthquake is expected to be only moderately strong in Westlake Village because the source fault is 42 miles away at its nearest point. The maximum ground accelerations should be in the range of only 0.1-0.2g (Young, 1981), where "g" is the decimal fraction of the acceleration of gravity. However, because of the length of the fault break and the way in which ruptures propagate, the shaking will probably last for at least one minute. For comparison purposes, the duration of the 1971 San Fernando earthquake was 12-15 seconds.

More intense, but shorter-duration shaking should be expected from one of the active faults closer to the City. One possibility is the San Fernando fault located approximately 20 miles to the northeast. This fault ruptured in 1971 resulting in the damaging earthquake of that year in the Sylmar/San Fernando area. Since active segments of this fault zone extend to the east of the 1971 break but not to the west, the shaking from future movements on this fault should not exceed, and would likely be less than, that which occurred in Westlake Village in 1971.

A more likely candidate for the maximum-intensity earthquake shaking that should be taken into account in the design of structures in the City is the offshore Malibu fault. Movement on this fault zone generated the Richter magnitude 6.0 Point Mugu earthquake of 1973, and the future movement of a segment more southerly of Westlake Village could generate higher intensities of shaking than those which occurred in 1973. Little is known about the earthquake history of this fault zone, but, considering that a magnitude 6.0 has occurred within the recent historic past, a design magnitude of 6.5 is reasonable.

An important consideration in the estimation of the earthquake shaking that this fault could generate in Westlake Village is its northerly inclination at depth. Studies of the aftershocks of the 1973 earthquake (Stierman and Ellsworth) demonstrate that while the surface trace of this fault is located about 3 miles offshore (south) of Point Dume, the fault plane is inclined to the north at angles approaching 45 degrees. Therefore, the earthquake-generating portion of the fault plane, which lies primarily at depths of 5-10 miles, is only a few miles south of the City. Maximum ground accelerations that should be expected from a magnitude 6.5 event on this fault should be in the range of 0.3-0.4g (Schnabel and Seed, 1973).

In addition to the above, it should be noted that other active or potentially active faults may be considered capable of generating strong earthquake shaking in the City. However, the levels of shaking that can reasonably be postulated as resulting from movement on these faults is less than that for the faults discussed above, and design for these identified events should accommodate lesser levels of shaking from other faults.

## **2. GEOLOGIC CONSTRAINTS TO DEVELOPMENT**

Constraints related to soil and rock types present in the City and actions that will be required prior to development are summarized in Table 28 and shown on Figure 30. The individual hazards and conditions are discussed below.

### Seismicity

Earthquake shaking that should be expected even with the most adverse event that it is reasonable to postulate (i.e., magnitude 6.5 earthquake on the offshore Malibu fault) would most likely be in the range of 0.3 to 0.4g. Since construction under the provisions of the Uniform Building Code (1979 or 1982) is generally considered as taking into account shaking up to approximately 0.5g, no additional action is required other than implementation of this code.

### Liquefaction

The potential for liquefaction in areas of alluvium and shallow groundwater has been previously identified by the County of Los Angeles and more recently by the California Division of Mines and Geology (Davis et al., 1982). However, for liquefaction to actually occur, strong earthquake shaking, shallow groundwater, and poorly consolidated soils are all required. Since the latter can only be determined by detailed soils investigations on individual sites, the evaluation and mitigation of this potential

TABLE 28  
GEOLOGIC SEISMIC AND FLOODING CONSTRAINTS

<u>Characteristic</u>	<u>Constraint</u>	<u>Action<sup>a</sup></u>
Thin Alluvium	None	None required <sup>b</sup>
Thicker Alluvium	Potential liquefaction	To be addressed in required soils report
Terrace Deposits	Low slope instability potential	Engineering/geologic/soils investigation on hillside development only <sup>c,d</sup>
Sediments	Moderate to high slope instability	Engineering/geologic/soils investigation on hillside development
Volcanic Rocks	High excavation constraint; moderate to low slope instability potential	Engineering/geologic/soils investigation on hillside development
Flood Hazard	Subject to flooding	No structures for human habitation unless flood hazard eliminated

<sup>a</sup>Review procedure will be necessary where engineering, geologic, and/or soils investigation are required.

<sup>b</sup>Except where involved in hillside development.

<sup>c</sup>Hillside development in this case is defined as that which occurs in areas whose slopes exceed 20%.

<sup>d</sup>On steeper slopes, grading may extend into less stable underlying units.



hazard should occur as a part of the soils engineering investigation required for all development sites.

### Landslides

Potential landslide hazards are primarily limited to the areas of sedimentary rocks in the northeast tip of the City. Thorough geologic investigations will be important in this area prior to any development.

### Volcanics

A major part of the City's undeveloped area is in volcanic rock. The major development constraint related to volcanics is excavation difficulty; blasting may be required which results in higher grading costs.

### Shrink-Swell Potential

The thick alluvial soils within the valley areas contain a significant amount of "expansive-type" clays. Within the hilly portions of the City, thin residual soils overlying bedrock also commonly contain considerable amounts of expansive clays. However, within those hilly areas, grading generally removes the expansive materials or results in the mixing-in of nonexpansive materials such that no additional design and construction measures are required. The significant shrink-swell potential in the valley areas can be mitigated by proper design and construction of floor slabs and footings as determined in a soils investigation.

### Erosion

Erosion is not a significant problem for the City, as the hillside areas are underlain by very resistant volcanic bedrock. Implementation of erosion control measures on all graded slopes (i.e., planting of deep-rooted vegetation, terracing, etc.) will prevent accelerated erosion resulting from development of hillside areas.

### Groundwater and Percolation

Groundwater is not a significant resource to the City or adjacent areas. Consequently, the reduction of groundwater recharge resulting from an increase in impervious ground cover accompanying future development is not expected to significantly impact groundwater resources.

Higher groundwater generally does not occur within the City. The volcanic bedrock in the area is virtually impervious to water. Consequently, water flows through fractures in the rock and locally seeps to the surface. These seeps can result in instability of fill slopes. The location of seeps and design measures to insure fill slope stability (i.e., internal drainage systems or the use of impervious fill material) should be determined in a soils investigation.

### Subsidence

Subsidence is not a potential problem in the City. Potential settlement of compacted fill and appropriate design criteria would be addressed in a soils investigation.

## Dam Safety

The two dams located in the City were constructed to create Westlake Reservoir and Westlake Lake. Westlake Reservoir Dam, located in the southern part of the City, was constructed in 1972 as a compacted earth fill. It is 150 feet high, 1400 feet long at its crest and has a capacity of 10,000 acre-feet (California Department of Water Resources, 1974). Since its drainage area is only 0.9 square miles, runoff into the reservoir is insignificant compared to its capacity to store water delivered to it from other sources. The reservoir is owned and operated by the Las Virgenes Municipal Water District.

Potrero Dam, which impounds Westlake Lake, was completed in 1967, and is a gravity dam opeated by Westlake Village Partnership. It is 40 feet in height and has a storage capacity of only 791 acre-feet. It has a relatively large drainage area of 28.9 square miles, but, because it is maintained in a near-full condition for recreational purposes, flood flows are bypassed downstream.

Failure of either dam during some catastrophic event, such as a severe earthquake, is considered a very unlikely event. The methods of construction which were utilized are very different than the hydraulic fill technique used on some older dams, such as Van Norman, that partially failed in the 1971 earthquake. Modern dams have performed very well in earthquakes, and failure is not expected to occur. However, it should be noted that State law requires that, for purposes of emergency preparedness, maps be prepared for all large dams showing the area that would be inundated should the dam fail and the time of arrival of the flood waters. Such maps have been prepared for Westlake Reservoir and Westlake Lake, but because of the extremely low probability of failure of either dam, the hazard involved is not a significant consideration in planning of the affected areas.

## Flood Hazard

Flood hazard areas within the City are limited to the Triunfo Canyon drainage below Westlake Lake and the banks of the lake itself. A storm drain system has been recently constructed in the vicinity of the canyon to moderate the effects of storm runoff. The Los Angeles County Flood Control District has prepared a Triunfo Creek Floodway Map (LACFCD 154-ML2, Ord. 81-0021), which defines the physical limits of the flood hazard and the minimum floor elevations required to locate structures outside of the hazard area (see Figure 10, Chapter One). Any development within the canyon will be subject to the review and approval of the District.

Development on the shores of Westlake Lake has been set back several feet from the highest water level which could be expected to occur. This setback is recognized as a flood hazard area and is maintained as open space. The "spillover" design of the Westlake Lake dam ensures that flooding of the lake's banks cannot occur.

## Summary

In summary, there are no geologic, seismic or flooding hazards which are expected to negatively affect or be affected by development within the

City if the standard codes and procedures are adhered to, as provided for by the implementation measures below.

### **GEOLOGIC, SEISMIC AND FLOODING HAZARDS MINIMIZATION POLICIES AND IMPLEMENTATION MEASURES**

It shall be the policy of the City of Westlake Village to:

1. Ensure that construction is in conformance with provisions of the Uniform Building Code, specifically Chapter 23 as it provides for earthquake-resistant design, and Chapter 70 as it provides for excavation and grading.
2. Prohibit the placement of structures for human habitation within flood-prone areas unless the flood hazard is eliminated by measures that do not impair the carrying capacity of the watercourse.
3. Provide for the efficient evacuation of the City during a major disaster.

#### **Implementation Measures:**

1. Adopt and enforce Chapters 23 and 70 of the Uniform Building Code.
2. Carry out review and inspection procedures to assure compliance with applicable requirements.
3. Require specific geologic and soils investigations prior to development approval, as preliminarily indicated in Table 29.
4. Require the review of all proposed land divisions and planned developments by the Los Angeles County Flood Control District.
5. Develop contingency plans to cope with major disasters in cooperation with other jurisdictions and agencies.
6. Establish programs to train volunteers to assist police, fire protection and civil defense personnel during and after a major earthquake, fire or flood.

TABLE 29

ANTICIPATED TECHNICAL INVESTIGATIONS  
REQUIRED PRIOR TO DEVELOPMENT, BY AREA\*

Area	Type of Investigation			
	<u>Foundation</u>	<u>Liquefaction</u>	<u>Engineering Geology</u>	<u>Flood Hazard</u>
1	x			
2	x	x		
3	x			
4	x	x	x	
5	x		x	
6	x		x	
7	x	x		x
8	x		x	x
9	x	x	x	
10	x		x	
11	x		x	
12	x		x	
13	x		x	

\*Refer to Figure 7, Chapter One for area identification

## B. FIRE HAZARD

### 1. EXISTING FIRE HAZARD

The City is partially located in a mountainous watershed area which experiences periods of severe fire hazard when the weather is characterized by high temperatures, low humidity, and high wind velocities. Hazards within the City are primarily related to highly flammable brush which ignites readily, burns with intense heat and spreads fire rapidly. Large, destructive fires have burned through the Santa Monica Mountains and in and near the City of Westlake Village on a regular basis.

Additionally, areas of the City developed prior to the Non-Combustible Roofing Ordinance of 1977 include structures with combustible wood shingle/shake roofs. These roofs present a hazard and firefighting problem during severe fire weather due to flying brands from a wildland or structure fire.

### 2. FIRE HAZARD REDUCTION MEASURES

Increased development in and adjacent to the naturally-vegetated areas of the City will expose additional structures to potential wildland fires. Reduction of risk is possible based on sound construction practices, sufficient water flows, brush clearance and the provision of adequate access.

#### Construction Techniques

The Los Angeles County Fire Department, which provides and oversees all fire protection services to the City, requires that all buildings and structures be constructed to meet the standards specified in the current edition of the Uniform Building Code of Los Angeles County. The City's Roofing Ordinance further requires the use of fire-retardant roofing in Fire Zone 3 and non-combustible roofing in Fire Zone 4 (see Figure 31).

#### Water Flows

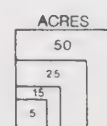
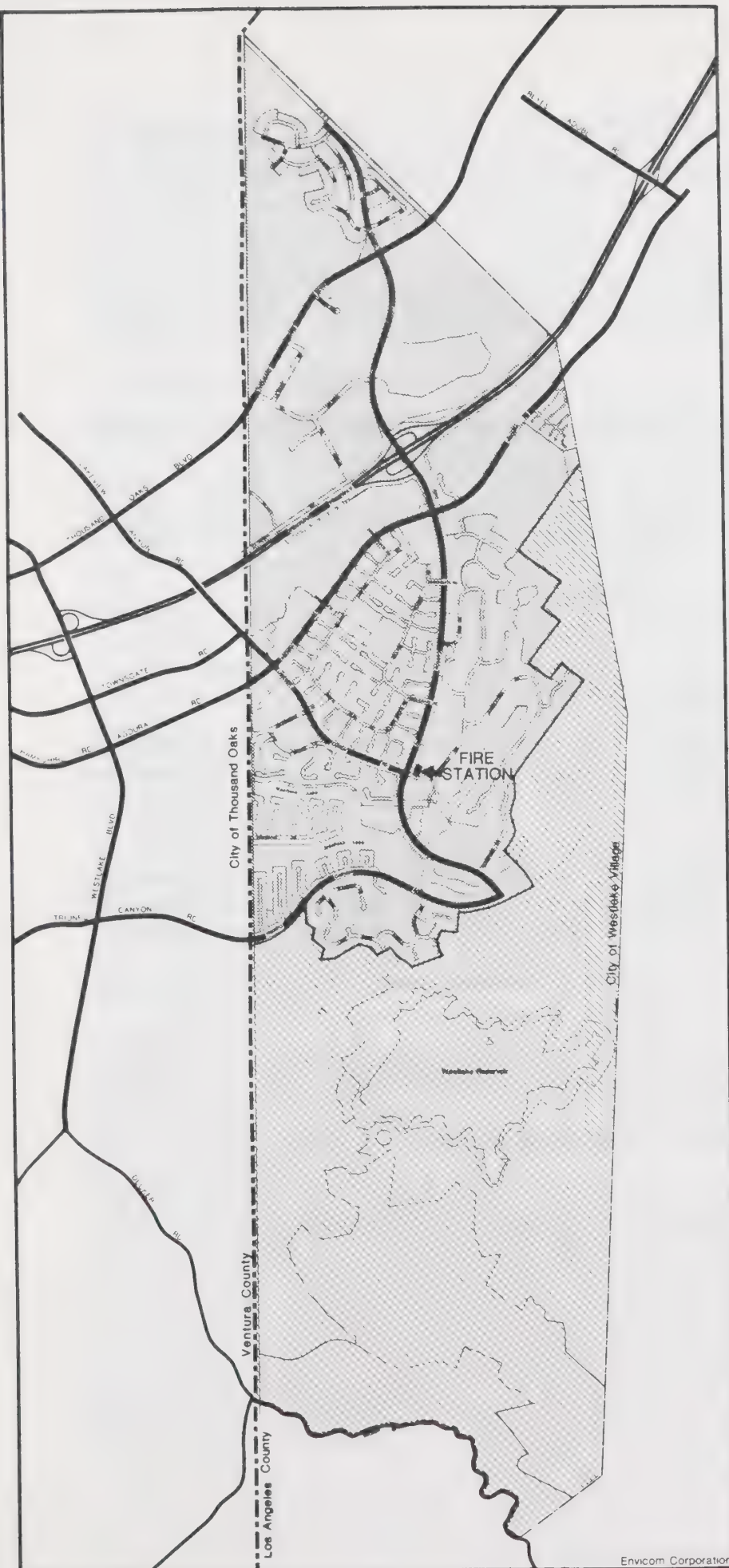
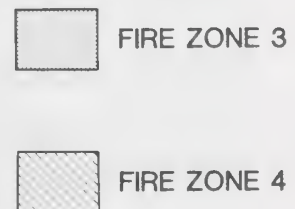
Water mains and fire hydrants are important resources for fighting structure fires and suppressing brush fires. Water availability, or "fire flow", is the combination of water quantity and pressure, measured in gallons per minute (GPM). Fire flow requirements are based on the types of land use intended to be served. For example, single-family development may have a required fire flow of 1250 GPM, while industrial development could have a requirement of 5000 GPM (maximum fire flow).

#### Clearance of Vegetation

Brush and dense undergrowth are a primary hazard to structures. Vegetative clearance is necessary to reduce structural exposure to flames and radiant heat, and to give residents and firefighters a reasonable chance of protecting structures. Property owners are presently required to maintain a firebreak around and adjacent to all buildings and structures by removing all flammable vegetation or other combustible growth for a minimum distance of 30 feet from the structure or to the property line, whichever is closer. This requirement does not apply to single specimens of trees, ornamental shrubbery or cultivated ground cover such as green grass, ivy, succulents, or similar plants used as ground covers, provided that they do not form a means of readily transmitting fire from the native

Figure 31

## FIRE ZONES



SCALE

0 2000 Feet

0 600 Meters



growth to any structure. Additional fuel modification may be required when it is found that because of extra hazardous conditions a firebreak of only 30 feet around such structures is not sufficient to provide reasonable fire safety.

#### Provision of Access

Road networks, either public or private, should provide safe and ready access for emergency equipment and the evacuation of citizens during disasters.

### ***FIRE HAZARD REDUCTION POLICIES AND IMPLEMENTATION MEASURES***

It shall be the policy of the City of Westlake Village to:

1. Control development in high fire hazard areas in order to reduce potential fire damage and loss of life.
2. Reduce risk from fire in existing structures.

#### Implementation Measures:

1. Enforce the City's roofing ordinance.
2. Require development within Fire Zone 4 to incorporate fire hazard abatement measures within its design, including clearance of brush, planting of fire-retardant vegetation and provision of adequate water flow.
3. Identify those areas of the City where aluminum wiring was used in the construction of residences and inform affected residents of methods to correct the potential hazard from electrical shorting.
4. Ensure that multi-story development can be adequately served by fire equipment and sprinkler systems.
5. Require two means of street access to all residences for emergency vehicles and resident evacuation, where appropriate.
6. Encourage the installation of smoke detectors in residences.
7. Cooperate with the Fire Department and Water District to ensure adequate water flow capabilities throughout the City.

## C. NOISE

This section is intended to serve as the City's guide in public and private development matters related to outdoor noise. It is the goal of the City to achieve and maintain a noise environment that is compatible with a variety of human activities in different land uses. To attain this goal, this section provides a quantitative estimate of noise levels, land use noise standards, and policies and implementation measures for controlling noise.

### 1. NOISE SOURCES

The sources of noise may be thought of as either interior or exterior sources. Interior noise includes all of those devices and machines in the homes, offices and factories that can create sounds loud enough to damage hearing, interfere with speech communication or disturb sleep. The primary concern of this section, however, is exterior noise which can be regulated through local government controls.

Exterior noise can be considered in five categories: transportation, construction work, industrial operations, human activities (shouting, playing radio too loudly) and miscellaneous noise such as emergency vehicles, air conditioning units or the banging of garbage cans and lids. Of these categories, noise generated by vehicular traffic is the most significant noise source within the City. Therefore, the emphasis of this section is on evaluating and planning for traffic noise.

A limited noise source within the City involves an emergency helipad located at the Westlake Community Hospital. Helicopter operations at this facility are for emergency purposes only and have averaged approximately six flights per month over the past few years. Although single-event noise exposure resulting from helicopter operations are potentially annoying, the relatively low frequency and short duration of these operations do not significantly affect the average daily noise levels within the City.

Vehicular traffic noise is generally dominated by that attributed to buses, trucks and construction equipment transport. As a group, these types of vehicles normally comprise only a small percentage of the total daily traffic flow. Since their noise is within the range generated by normal auto and truck traffic, it is generally assumed to be contained within the overall mix of cars and truck noise.

The three principal components of both automobile and truck noise are the engine, exhaust and tires. Fans operating as part of the cooling system are a major contribution to engine noise; hot gases escaping out of the exhaust pipe create noise in that area of the vehicle; and the escape of air between tire treads and the road surface is the source of tire noise. Four major factors control the noise level of vehicles: speed, acceleration, road grade and road surface. Generally, vehicular noise levels increase directly with increases in speed, acceleration, road grade and rougher road surfaces.

## 2. NOISE MEASUREMENT

Common noises experienced on a daily basis may range from a whisper to a passing locomotive train. The range of sound energy represented by these two events is so large that it cannot be represented mathematically without using numbers in the millions and billions. To avoid this inconvenience, sound levels have been compressed in a standard logarithmic scale called the decibel (dB) scale. The reference level for the scale, 0 dB, is not the absence of sound, but the weakest sound a person with very good hearing can detect in a quiet place. The most important feature of the decibel scale is its logarithmic nature. An increase from 0 to 10 dB represents a tenfold increase in sound energy, but an increase to 20 dB represents a hundredfold increase, while an increase to 30 represents a thousandfold increase over 0 dB.

Another important characteristic of the decibel scale is that sound levels are not directly combined when added. For example, if one truck emits 65 dB while idling, parking another truck producing 65 dB next to it does not generate a total noise level of 130 dB. Rather, the total noise level would be 68 dB. The result is based on the logarithmic nature of the decibel scale. This is an important concept to remember when considering an area exposed to more than one source of noise.

The average range of sounds that we are commonly exposed to generally falls in the 30 to 100 dB range (see Table 30 for examples and human responses). However, not all sound waves affect us equally. The human ear is more sensitive to high-pitch sounds, such as a whistle, than it is to low-pitch sounds, such as a drumbeat. To account for this effect in noise measurements, it is necessary to use an electronic filter in sound level meters which acts as the equivalent of the human ear in filtering out some of the higher and lower frequencies of sound. This filter is called the A-scale weighting network, and is abbreviated by the A in the notation dB(A).

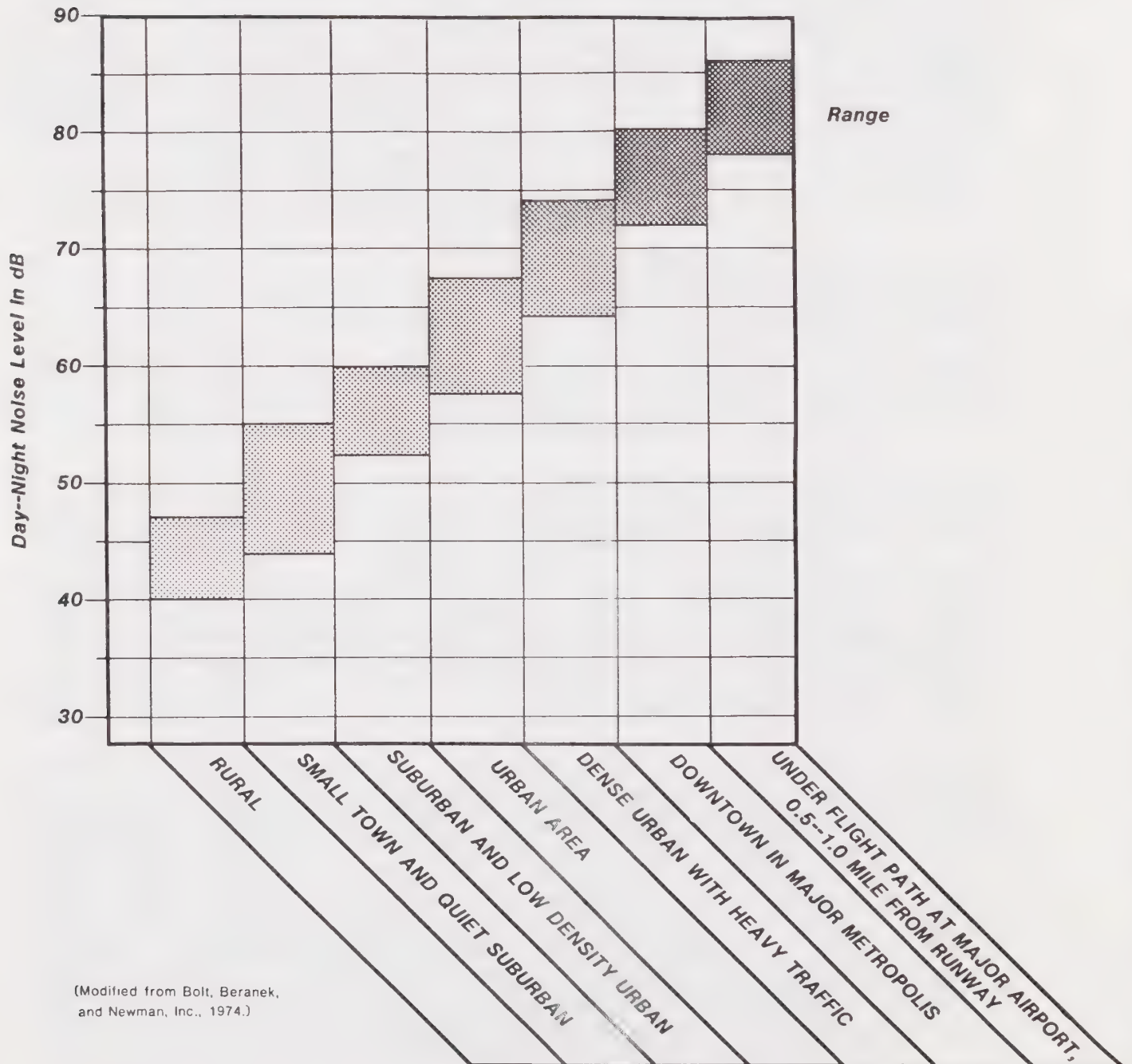
A-scale decibel measurements can be taken at any time in the community to record the sound levels of various noise sources. However, to develop an indicator of varying sound levels occurring over the 24-hour day, it is necessary to average the sound occurring at each moment throughout the day. The day-night noise level, or Ldn, is the result of this procedure, and gives a general, single-number index of noise exposure over an average 24-hour day. In computing the Ldn levels, it is also necessary to apply a weighting to noise that occurs at night to account for the greater sensitivity that people have to such noise. This system of calculating noise exposure has been recommended as the uniformly-accepted index by the Environmental Protection Agency (EPA). Typical Ldn noise level ranges are indicated in Figure 32.

Quantitative estimates of noise exposure in the City are provided in tabular form and through contour maps. The noise contours are lines connecting points of equal sound intensity. Analysis of attenuation and reverberation due to small sideline features, such as buildings, is beyond the scope of this analysis, and would not be appropriate to noise evaluation at a city-wide level for general planning purposes. It should be remembered that the noise contours are general indicators of noise exposure and not precise levels. It should also be noted that the noise contours only represent noise generated by vehicular traffic. These contours do not

TABLE 30  
SOUND LEVELS AND HUMAN RESPONSE

<u>Sound Level dB(A)</u>	<u>Example</u>	<u>Human Reponse</u>	<u>Relative Loudness (approximate)</u>
0		Threshold of hearing	1
10		Just audible	2
20	Broadcasting studio		4
30	Whisper	Very quiet	8
40	Library	Quiet	16
50	Light auto traffic at 100'		32
60	Conversation		64
70	Freeway traffic at 50'	Telephone use difficult	128
80	Alarm clock	Annoying	256
90	Heavy truck	Very annoying; hearing damage after 8 hours	512
100	Jet flyover (1000')		1,024
110			2,048
120	Jet takeoff (200')	Initial discomfort Maximum vocal effort	4,096
130			8,192
140		Initial pain threshold	16,384
150	Carrier deck jet operation		32,768

Figure 32  
TYPICAL  $L_{dn}$  NOISE LEVEL RANGES



account for interior noise or outdoor noise generated by construction work, individual persons, miscellaneous noises such as window air conditioning units, or other stationary sources.

The preparation of the noise contour maps (Figures 34 and 36) involved a certain amount of estimating and smoothing. For example, the contour lines at intersections of roads were rounded away from the intersections, indicating an increase in noise levels. Intersections are generally noisier than line sources because traffic volumes increase there. Additionally, many vehicles (e.g., trucks) create more noise under stop-and-go conditions than at steady speeds. The rounding of the contour lines represents this condition, but is not an exact estimate of the magnitude. Precise estimates should be made through site analysis.

### 3. LAND USE COMPATIBILITY

The State Office of Noise Control has established guidelines to provide the community with a noise environment which it deems to be generally acceptable. Figure 33 depicts ranges of noise exposure levels which are considered compatible with types of land uses. Where a land use is denoted as "normally acceptable" for the given Ldn noise environment, the highest noise level in that range should be considered the maximum desirable for conventional construction which does not incorporate any special acoustic treatment. The acceptability of noise environments classified as "conditionally acceptable" or "normally unacceptable" will depend on the anticipated amount of time which will normally be spent outside the structure and the acoustic treatment to be incorporated in the structure's design (see Noise Control Measures discussion for description of specific noise attenuation measures).

With regard to residential uses, the recommended outdoor noise limits of 60 dB and 65 dB for single-family and multi-family residences, respectively, would permit achievement of the 45 dB interior noise level recommended by federal and state standards. This level would result from the noise reduction associated with typical residential construction, which ranges from 12 to 18 dB (with windows partially open).

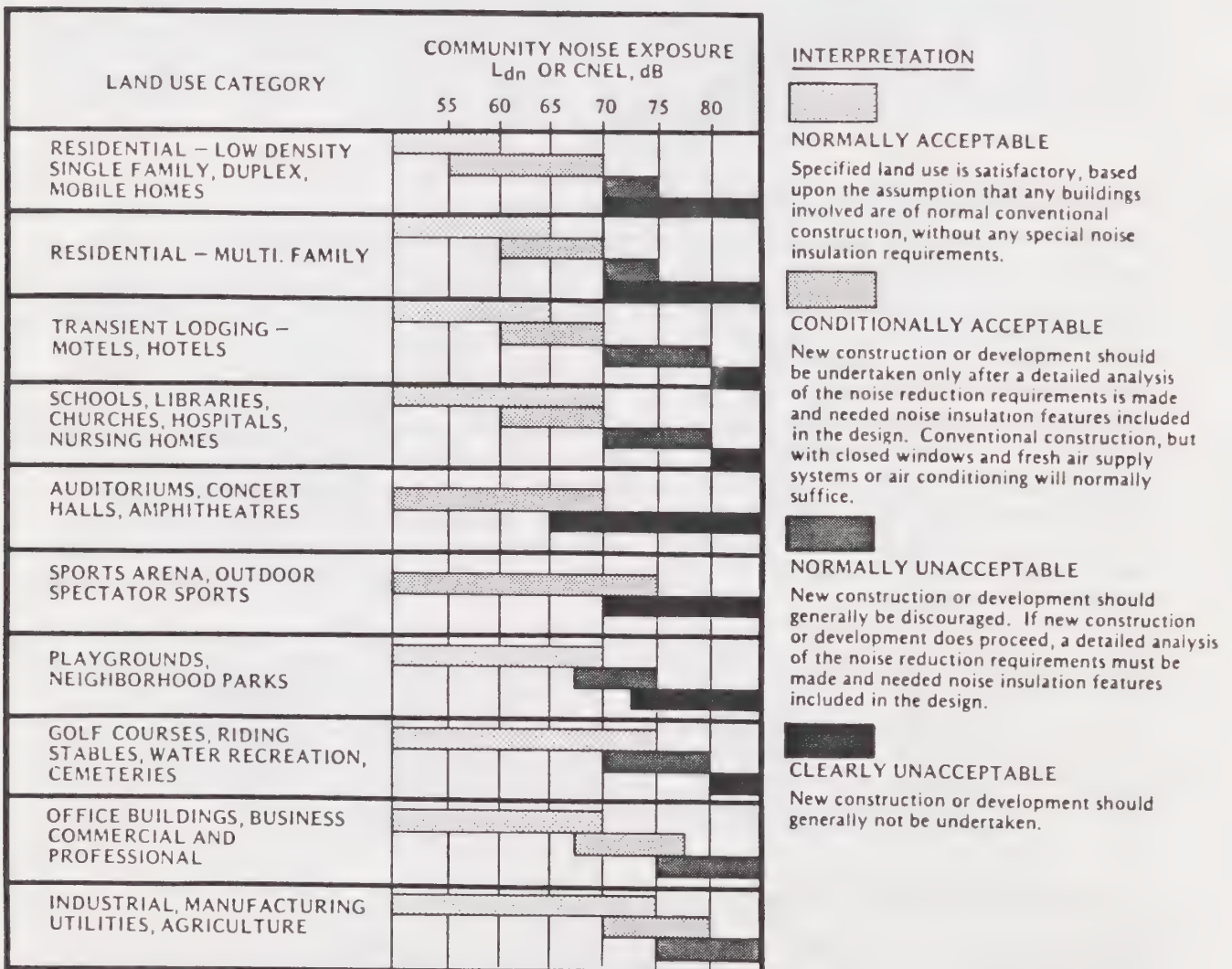
### 4. EXISTING NOISE CONDITIONS

Existing noise levels within the City are shown on Table 31 and graphically depicted by Figure 34. As previously mentioned, noise levels in the City of Westlake Village are primarily influenced by vehicular traffic along the major roadways traversing the City. The most prominent noise source is the Ventura Freeway (U.S. Highway 101), an eight-lane roadway that bisects the City in an east-west direction. The freeway presently accommodates an average daily traffic flow of 97,000 vehicles, which includes approximately 7,860 trucks (8.1% of total volume).

Based on the noise prediction model contained in the City of Los Angeles Environmental Impact Report Manual for Private Projects, 1975 existing traffic volumes along the Ventura Freeway corridor generate noise levels of approximately 74.0 dB(A) Ldn at 50 feet from the roadside, exclusive

Figure 33

# LAND USE COMPATIBILITY FOR COMMUNITY NOISE ENVIRONMENTS



(Source: Office of Noise Control, California Department of Health)

TABLE 31

EXISTING AND PROJECTED DISTANCES FROM MAJOR  
TRAFFIC CORRIDORS TO NOISE LEVEL CONTOURS (Ldn)

Location	Existing/Projected Average Daily Traffic	Existing/Future Distance to Noise Level*			
		60 dB(A)		65 dB(A)	
U.S. 101 (Ventura Fwy)	97,000/160,000	(631)	1200	(200)	398
Lindero Canyon Road					
● north of Thousand Oaks Boulevard	1,600/21,000	(11)	63	(--)	20
● south of Thousand Oaks Boulevard	3,900/28,000	(56)	158	(17)	50
● north of U.S. 101	12,000/33,000	(89)	200	(28)	63
● south of U.S. 101	16,000/25,000	(100)	126	(30)	35
● south of Agoura Rd.	8,600/17,000	(71)	89	(22)	28
● north of Lakeview Canyon Road	7,600/15,000	(71)	79	(22)	25
● south of Lakeview Canyon Road	4,400/14,000	(35)	71	(11)	22
Thousand Oaks Boulevard					
● west of Lindero Canyon Road	3,100/13,000	(22)	71	(7)	22
● east of Lindero Canyon Road	4,200/13,000	(28)	71	(9)	22
Agoura Road					
● west of Lindero Canyon Road	10,000/13,000	(50)	63	(14)	20
● east of Lindero Canyon Road	7,900/13,000	(50)	63	(14)	20

\*Estimated distance in feet from centerline of outermost existing traffic lane to noise level. Existing levels given in parentheses.

TABLE 31 (continued)

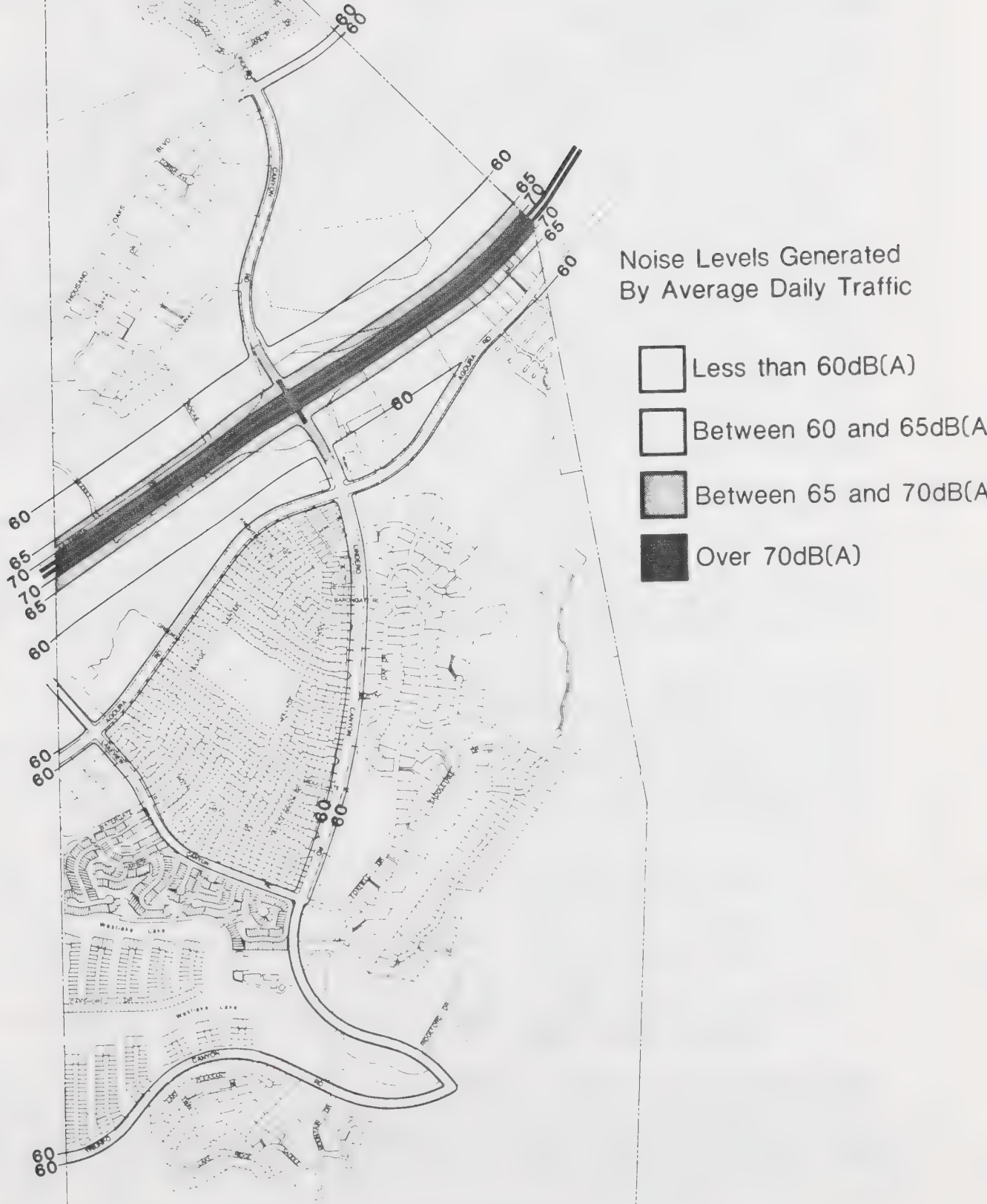
Location	Existing/Projected Average Daily Traffic	Existing/Future Distance to Noise Level*		
		60 dB(A)	65 dB(A)	70 dB(A)
Lakeview Canyon Road				
● north of Agoura Rd.	6,200/8,000	(35) 50	(11) 16	(-- ) 5
● south of Agoura Rd.	8,800/13,000	(63) 63	(20) 20	(6) 8
● north of Lindero Canyon Road	4,300/8,000	(25) 50	(8) 16	(-- ) 5
Triunfo Canyon Road				
● west of Lindero Canyon Road	4,400/11,000	(35) 48	(11) 14	(-- ) 7

---

\*Estimated distance in feet from centerline of outermost existing traffic lane to noise level. Existing levels given in parentheses.

Figure 34

# EXISTING NOISE CONTOURS



of topographical and/or structural noise attenuation. Given an uninterrupted line of sight and a noise reduction of 3.0 dB(A) per doubling of distance (characteristic of "line source" noise attenuation) the 60 and 65 dB(A) Ldn noise level contours would extend approximately 1,200 and 400 feet from the edge of the freeway, respectively. Actual distances to these contours along the freeway corridor vary depending upon roadside development and elevation.

Existing development along the Ventura Freeway corridor of the City include noise-tolerant industrial/commercial uses northwest and southeast of the Ventura Freeway/Lindero Canyon Road interchange, and the Westlake Golf Course located southwest of the Ventura Freeway/Lindero Canyon Road interchange (Figure 33 indicates that the existing 74 dB(A) noise level is within the maximum acceptable range for a golf course use).

Secondary noise corridors include Lindero Canyon Road, Agoura Road and, to a lesser degree, Triunfo Canyon Road, Lakeview Canyon Road and Thousand Oaks Boulevard. Currently, all City residences and noise-sensitive uses (Westlake Community Hospital and White Oak Elementary School; see Figure 35) experience noise levels of less than 60.0 dB(A) Ldn. A majority of the residential uses located along Lindero Canyon Road, Agoura Road and Lakeview Canyon Road that are exposed to noise levels exceeding 60.0 dB(A) Ldn presently involve noise attenuation barriers (e.g., walls) which effectively lower first-floor noise levels below 60.0 dB(A) Ldn.

The only areas within the City that currently experience exterior noise levels exceeding 60.0 dB(A) Ldn are second stories of residential units within 50 feet of Lindero Canyon Road, Agoura Road, and Lakeview Canyon Road, and residential structures on the eastern end of Agoura Road which are within 50 feet of the roadway and are not provided with noise attenuation barriers (Colony Townhomes).

## 5. FUTURE NOISE CONDITIONS

In planning for noise control, it is necessary to estimate future noise levels based on full buildout under the City's General Plan and projected future traffic volumes. In general, the future noise environment will be controlled by three factors:

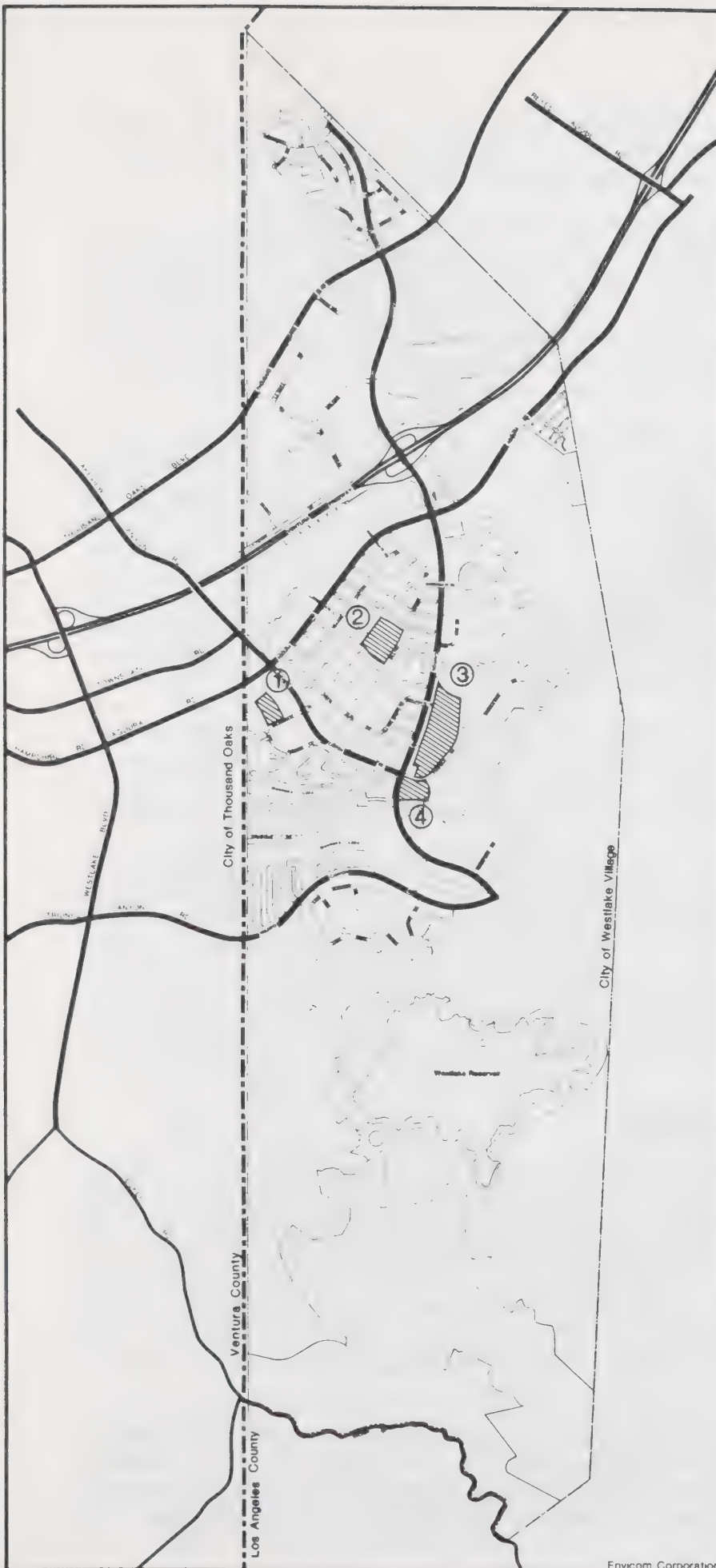
1. The expected increase in the number of noise sources (i.e., traffic volumes).
2. The application of noise control technology to reduce noise at the source.
3. Noise mitigation measures applied to decrease exterior and interior noise levels.

Noise prediction techniques utilized in this section are based on the methodology contained in the Los Angeles EIR Manual as verified by on-site measurements. It was assumed that posted speed limits will remain constant and that truck volumes on local streets will not exceed two percent

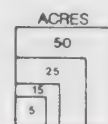
Figure 35

## LOCATION OF NOISE SENSITIVE USES

1. Westlake Community Hospital
2. White Oak School
3. Future School Site
4. St. Jude's School



Envicom Corporation



SCALE

0 2000 Feet  
0 600 Meters



of the total traffic volume. Resultant noise level volumes were also cross-checked utilizing the relationship that a doubling of noise energy (e.g., traffic) results in a three-decibel increase in noise.

Table 31 and Figure 36 indicate the locations of noise level contours resulting from projected traffic volumes. The greatest noise level increases are expected to occur along those road segments experiencing large percentage increases in traffic. As such, the northernmost and southernmost segments of Lindero Canyon Road, Triunfo Canyon Road, Lakeview Canyon Road and Thousand Oaks Boulevard are expected to experience the greatest noise level increases.

Resultant noise levels along the major arterials within the City are expected to range from approximately 60.5 dB(A) Ldn to 66 dB(A) Ldn at 50 feet from the center of the nearest lane. Given existing in-place noise attenuation barriers and setbacks, projected exterior noise levels are not expected to exceed 65 dB(A) Ldn for the first floors of any existing or future residential uses within the City. However, second-story levels and residential units without barriers which are located within 50 feet of Lindero Canyon Road, Agoura Road, Lakeview Canyon Road and Thousand Oaks Boulevard would continue to encounter exterior noise levels in excess of 60 dB(A) Ldn at buildout.

Other future noise impacts within the City involve noise related to construction activities and, specifically, noise associated with transport of construction equipment. These impacts, although short-term by nature, would result in temporary impacts along primary transportation corridors.

The EPA has set standards for new vehicles that will incrementally decrease noise emissions from individual vehicles. However, the reduction in overall noise levels caused by these standards may be counter-balanced by increases in the number of sources, specifically increases in traffic volume. In addition, there are limits to what can be achieved in technological solutions to the noise problem. For example, a major contributor to road traffic noise is tire noise. Reductions in tire noise are limited, at least in existing technology, by safety considerations in tread design.

## 6. NOISE CONTROL MEASURES

Noise can be controlled at its source, along its transmission path, at the receiver or through a combination of these measures. Federal and State regulations provide for certain controls on noise sources, such as motor vehicles. The City has adopted additional provisions which restrict the generation of noise within the community. Table 32 indicates some of the existing City limitations on noise produced by equipment operation, human activities, construction, loading operations and refuse collection. The City's health officer has primary responsibility for the enforcement of these regulations.

Control of the reception of noise has been considered a local government responsibility due to its traditional authority over land use. The pattern of future land uses within the City shows a sensitivity for siting residential uses away from noise sources such as the freeway, major arterials and

Figure 36

## FUTURE NOISE CONTOURS

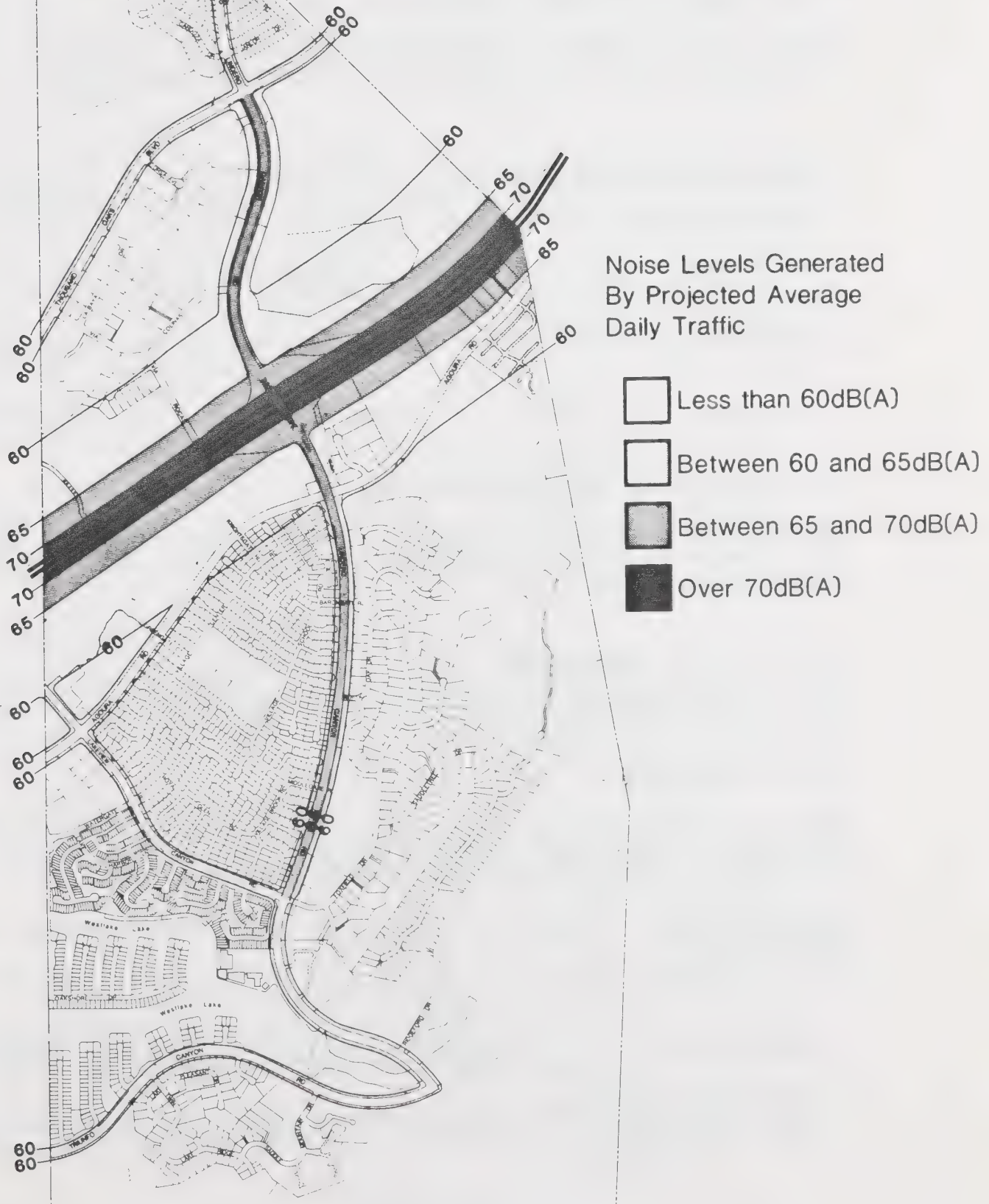


TABLE 32

## EXISTING CITY CONTROLS ON NOISE SOURCES

## EXTERIOR NOISE

Operation of any source of sound prohibited which causes following exterior noise levels to be exceeded on any other property is prohibited:

<u>Land Use of Receptor Property</u>	<u>Time Interval</u>	<u>Exterior Noise Level</u>
Designated noise-sensitive area	Anytime	45 dB(A)
Residential	10:00 pm to 7:00 am	45 dB(A)
	7:00 am to 10:00 pm	50 dB(A)
Commercial	10:00 pm to 7:00 am	55 dB(A)
	7:00 am to 10:00 pm	60 dB(A)
Industrial	Anytime	70 dB(A)

## INTERIOR NOISE FOR MULTI-FAMILY RESIDENTIAL

Operation or creation of any source of sound within a dwelling unit which causes noise level inside a neighboring receiving unit to exceed following limits is prohibited:

<u>Time Interval</u>	<u>Interior Noise Level</u>
10:00 pm to 7:00 am	40 dB(A)
7:00 am to 10:00 pm	45 dB(A)

## CONSTRUCTION NOISE

Operation of any tools or equipment used in construction, drilling, repair, alteration or demolition work between weekday hours of 7:00 pm and 7:00 am, or anytime on Sundays or holidays is prohibited.

Mobile Equipment - Maximum noise levels for intermittent operation for less than 10 days:

<u>Time Interval</u>	<u>Single-Family Residential</u>	<u>Multi-Family Residential</u>	<u>Semi-Residential/Commercial</u>	<u>Commercial</u>
Daily, except Sundays and legal holidays, 7:00 am to 8:00 pm	75 dB(A)	80 dB(A)	85 dB(A)	85 dB(A)

TABLE 32 (continued)

<u>Time Interval</u>	<u>Single-Family Residential</u>	<u>Multi-Family Residential</u>	<u>Semi-Residential/ Commercial</u>	<u>Commercial</u>
Daily, 8:00 pm to 7:00 am, and all day Sunday and legal holidays	60 dB(A)	64 dB(A)	70 dB(A)	85 dB(A)

Stationary Equipment - Maximum noise levels for repetitively scheduled operation for 10 days or more:

<u>Time Interval</u>	<u>Single-Family Residential</u>	<u>Multi-Family Residential</u>	<u>Semi-Residential/ Commercial</u>
Daily, except Sundays and legal holidays, 7:00 am to 8:00 pm	60 dB(A)	65 dB(A)	70 dB(A)
Daily, 8:00 pm to 7:00 am, and all day Sunday and legal holidays	50 dB(A)	55 dB(A)	60 dB(A)

#### LOADING AND UNLOADING OPERATIONS

Loading, unloading, opening, closing or other handling of boxes, crates, containers, building materials, garbage cans or similar objects between 10:00 pm and 6:00 am in such a manner as to cause a noise disturbance is prohibited.

#### POWERED MODEL VEHICLES

Operation of powered model vehicles so as to create a noise disturbance across a residential boundary between 8:00 pm and 7:00 am is prohibited.

#### REFUSE COLLECTION VEHICLES

Collection of refuse with vehicle or operation of compacting mechanism between 10:00 pm and 6:00 am in a residential zone or within 500 feet thereof is prohibited.

#### RESIDENTIAL AIR CONDITIONING OR REFRIGERATION EQUIPMENT

Operation of air conditioning or refrigeration equipment in such a manner as to exceed the following sound levels is prohibited:

TABLE 32 (continued)

<u>Measurement Location</u>	<u>Units Installed Before 1/1/80</u>	<u>Units Installed On or After 1/1/80</u>
Any point on neighboring property line, 5 feet above grade level, no closer than 3 feet from any wall	60 dB(A)	55 dB(A)
Center of neighboring patio, 5 feet above grade level, no closer than 3 feet from any wall	55 dB(A)	50 dB(A)
Outside the neighboring living area window nearest the equipment location, not more than 3 feet from the window opening, but at least 3 feet from any other surface	55 dB(A)	50 dB(A)

#### VEHICLE OR MOTORBOAT REPAIRS AND TESTING

Repairing, rebuilding, modifying or testing any motor vehicle, motorcycle or motorboat in such a manner as to cause a noise disturbance across a real property boundary is prohibited.

#### VIBRATION

Operation of any device that creates vibration which is above the vibration perception threshold of any individual at or beyond the property boundary of the source if on private property, or at 150 feet (46 meters) from the source if on a public space or public right-of-way is prohibited.

industrial uses. Further, Chapter One contains land use policies directed at providing adequate buffers between future residential and commercial/industrial uses to avoid possible interface problems, including noise. Additional local control over adverse noise impacts can be achieved through the review and conditioning of development proposals.

Limitations of project noise sources may include restrictions on operating hours, activities permitted and equipment operation. The review of project designs can also allow for the control of noise along its transmission path and at the receiver. Several methods of noise reduction in these areas are briefly discussed below.

### Site Design

The most common methods of shielding the interior of a building from exterior noise sources are to orient structures away from the noise and to set buildings back from the noise source as far as possible. A long building or a row of buildings along a traffic corridor may also be used to provide some reduction of noise to the side of the building away from the noise source and to areas beyond that row. A site's natural topography can also be exploited by placing buildings in low noise pockets, if they exist.

### Building Construction

When exterior noise enters a building, it suffers some noise reduction, even if the building has open windows. The actual amount of reduction depends on building construction, orientation, wall area, window area, open window area, interior acoustic absorption, etc. Approximate noise reduction values provided by a few typical building construction types are shown in Table 33.

Noise-reducing construction techniques include:

- a. Increasing the mass and stiffness of the wall. Doubling the thickness of a partition can result in as much as a 6 dB reduction in sound; the relative stiffness of the wall material can influence its sound attenuation value.
- b. Using cavity partitions in walls. The use of two or more layers separated by an airspace makes a more effective sound insulator than a single wall of equal weight.
- c. Increasing the width of the airspace. Increasing the width of an airspace from three to six inches can reduce noise levels by 5 dB.
- d. Increasing the spacing between studs. In a single-stud wall, 24-inch stud spacing gives a 2 to 5 dB increase in noise reduction over the common 16-inch spacing.
- e. Adding acoustical blankets. Made from sound-absorbing materials such as mineral or rock wool, fiberglass, hair felt or wood fibers, acoustical blankets can attenuate noise as much as 10 dB.

TABLE 33  
NOISE REDUCTION PROVIDED BY BUILDING  
AND WINDOW TYPES

<u>Building Type</u>	<u>Window Condition</u>	<u>Noise Reduction From Building</u>
All	Open	10 dB(A)*
Light Frame	Ordinary sash - closed	20 dB(A)
Masonry	Single glazed - closed	25 dB(A)
	Double glazed - closed	35 dB(A)

\*Approximate Noise Reduction of Exterior Wall with Various Window Areas

<u>% of Exterior Wall Having Open Window</u>	<u>Approximate Noise Reduction</u>
1%	17 dB(A)
2%	14 dB(A)
4%	11 dB(A)
8%	8 dB(A)
16%	5 dB(A)
32%	2 dB(A)
50%	0 dB(A)

Source: U.S. Department of Transportation, Federal Highway Administration, 1973.

Windows are one of the weakest parts of a wall in terms of noise attenuation. The following techniques can be used to reduce noise in a structure by means of its windows:

- a. Closing windows. Open windows, even if only slightly open for ventilation, will lower the sound-reducing properties of a building facade to only 10-15 dB no matter what kind of window and wall system is used. The greatest amount of sound insulation can be achieved if windows are permanently sealed. Whether or not windows are permanently sealed, however, keeping windows closed necessitates the installation of an air conditioning system, which may also provide some masking of noise.
- b. Reducing window size. The smaller the windows, the greater the transmission loss of the total partition of which the window is a part. However, this technique is not very effective in reducing noise, as reducing the proportion of window to wall size from 50% to 20% only reduces noise by 3 dB.
- c. Increasing glass thickness. Increasing the thickness of glass from 3/16 inch (normal) to 1/2 inch provides an additional 10 dB noise reduction.
- d. Using double-glazed windows. The use of paired window panes separated by an airspace or hung in a special frame can provide greater noise attenuation than the use of thicker glass as described above and can cost less. The performance of double-glazed windows can be enhanced through increased airspace width, increased glass thickness, proper use of sealings, slightly dissimilar thickness of the panes and slightly nonparallel panes.

Other noise-reduction measures related to the design of buildings include the limitation of residential structures exposed to noise to one story in height. Coupled with a barrier, the use of one-story structures can result in acceptable noise levels, both exterior and interior, under adverse noise conditions.

### Barriers

A noise barrier is an obstacle placed between a noise source and a receiver which interrupts the path of the noise. Walls are the most common noise barrier used, although earth berms, hills, cuts, embankments or other types of natural or constructed solid structure may serve as barriers. A barrier can be expected to reduce noise by 5 to 10 dB(A); the actual amount of attenuation is dependent on whether it intercepts by a substantial amount the "line-of-sight" between the ear level of the observer and the effective source of the noise, and how solid its composition is. To be most effective, a barrier must be long and continuous to prevent sounds from passing around the ends. It must also be solid, with few, if any, holes, cracks or openings.

## Landscaping

Shrubs and trees have aesthetic and psychological value as visual barriers of such noise sources as traffic corridors, but provide negligible attenuation of sound. Effective belts of trees for useful noise control [approximately 5 dB(A) attenuation] must be 50 feet tall or more and 75 to 100 feet wide in a long, continuous strip, must have dense foliage down to ground level and must be evergreen so that the protection is effective year-round. This type of stand takes 20 years to grow and is usually extravagant in terms of site space required.

Most of the above strategies deal primarily with reducing future noise problems rather than existing ones. Where a noise problem already exists, one or more of five general solutions are available: (1) the noise can be reduced at the sources, (2) the noise can be checked by a barrier, (3) the source can be removed from people and other receivers, (4) the receiver can be removed from the source, or (5) the time exposure to the noise can be minimized. As is true with most environmental hazards, preventing or reducing the cost of the future hazard is easier and less expensive than resolving existing problems.

## ***NOISE POLICIES AND IMPLEMENTATION MEASURES***

It shall be the policy of the City of Westlake Village to reduce excessive noise from all sources and to maintain an acceptable noise environment for residential and noise-sensitive uses.

### **Implementation Measures:**

1. Utilize maximum anticipated, or "worst case", noise conditions as the basis for land use decisions and design controls as a means of preventing future incompatibilities.
2. Enforce City noise level limits and hours of operation restrictions on equipment operation, human activities, construction, loading operations and refuse collection.
3. Isolate activities whose operations are characterized by high levels of noise from noise-sensitive uses (residences, health care facilities, schools, places of public assembly, etc.) and require adequate buffering from other uses.
4. Establish a periodic noise monitoring program to measure changes in ambient noise levels. Should projected noise contours shift, apply appropriate land use and design controls to newly-impacted areas.
5. Update noise standards and criteria at least every five years to reflect new developments in the area of noise control.
6. Support the efforts of the California Department of Transportation and local transportation agencies in developing noise mitigation programs.

7. Require a noise impact evaluation for all projects as part of the design review process to determine if unacceptable noise levels will be created or experienced. Should noise abatement be necessary, require submission of a technical report containing a detailed evaluation of existing and/or projected noise problems and suggesting measures to mitigate impacts to acceptable levels.
8. As part of development approvals, impose measures necessary to minimize the creation of new noise and protect residential and noise-sensitive uses from existing and future adverse noise conditions.
9. Permit a maximum interior noise level of 45 dB(A) Ldn in all new residential construction and an exterior limit of 60 dB(A) Ldn and 65 dB(A) Ldn for useable yard areas of single-family and multi-family dwellings, respectively.
10. Discourage the intrusion of commercial and industrial traffic onto local residential streets through the design review process.
11. Provide for the continued evaluation and control of variances and conditional use permits involving potential noise impacts on residential areas.
12. Establish maximum noise level specifications for City equipment purchases, construction contracts and equipment operation (e.g., refuse collection, street sweeping). Where specific noise levels cannot be set, specifications should require that vendors state maximum noise levels expected to be produced by their equipment and/or operations.



# Appendices



## APPENDIX A

### ENVIRONMENTAL IMPACT REPORT

The California Environmental Quality Act (CEQA) requires the preparation of an environmental impact report for a general plan if it has the potential for having a significant negative effect on the environment. The assessment of environmental impacts was an integral part of the City's general plan preparation process. Each site which was available for development was evaluated in terms of access and utilities availability, visual significance, adjacent uses, slope, biological sensitivity, geologic hazards, noise and fiscal impact. All of these factors were taken into consideration when reviewing alternatives and determining land use and density designations. This process resulted in the incorporation of environmental information throughout the document and is reflected in its policies and implementation measures.

In addition to fulfilling the requirements of CEQA, it is intended that the General Plan also function as a Master Environmental Assessment for the City and used as a base reference for future environmental reviews on subsequent projects.

The following discusses each requirement of the EIR Guidelines and refers to the location in the General Plan where the topic is addressed.

#### Description of the Project

The proposed project is a General Plan for the recently incorporated City of Westlake Village. A description and graphic depiction of the area covered by the General Plan are contained in the Introduction section (see page 1 of General Plan). The Plan would allow for the development of an additional 1,581 dwelling units and 2,700,000 square feet (approximate) of commercial and industrial space. This development could result in the addition of approximately 4,500 persons to the City and generate an estimated 6,000 new jobs. The Plan's proposed policies and implementation measures are set forth in each appropriate chapter.

#### Environmental Setting

The environmental setting of the project is detailed in the sections identified in Table A, which inventory the environmental, social and economic conditions in the City and describe the resource capacities, sensitivities and constraints on development.

#### Environmental Impacts

The potential impacts associated with the conversion of vacant land to urban uses and the alteration of the City's physical environment were of primary concern during the General Plan preparation process. Land use and policy decisions were formulated to avoid any environmental limits or infrastructure thresholds from being exceeded. However, the following

TABLE A

LOCATION OF ENVIRONMENTAL SETTING,  
IMPACTS AND MITIGATION MEASURES

<u>Topic</u>	<u>Environmental Setting</u>	<u>Impacts</u>	<u>Mitigation Measures</u>
Land Use	I-3, I-10	I-19	I-25, 27/28
Population and Employment	I-33	I-19, 26	I-25, 27/28
Housing	I-35	I-37, I-47	I-48/52
Public Facilities and Services			
Fire Protection	II-39, IV-10	II-41, IV-10	II-43, IV-12
Law Enforcement	II-39	II-39	II-43
Water Service	II-23	II-25/26	II-32, III-27/28
Sanitation Service	II-26	II-26, 29	II-32, III-28
Solid Waste	II-29	II-29, 30	II-32, III-28
Natural Gas	II-29	II-29/31	II-32, III-27/28
Electricity	II-29	II-32, 33	II-32, III-27/28
Schools	II-34	II-34	II-38
Libraries	II-37	II-37	II-38
Recreation	II-44	II-44, 53	II-53/55
Circulation	II-2	II-10, 13, 16, 18	II-20/21
Geologic, Seismic and Flooding Hazards	IV-2	IV-3/7	IV-8
Biological Resources	III-2/16	III-16	III-16/17
Air Quality	III-29	III-29/35	III-36
Noise	IV-17, 19/21	IV-19/20, 22/24, 25	IV-32/33
Visual Quality	III-18	III-18, 20	III-20/21
Open Space and Conservation	III-23/24	III-23	III-25

resources and systems could potentially be significantly impacted by implementation of the General Plan. The appropriate sections of the General Plan, as noted in Table A, should be consulted for a detailed discussion of potential impacts.

Land Use - Noise, noxious fumes and traffic from new development could adversely impact existing uses, however, the General Plan requires design review of new development in order to minimize impacts.

Historical Resources - Development could disturb or destroy potentially significant cultural resources, however, the General Plan requires cultural reconnaissance studies in order to minimize impacts.

Circulation - New development will generate additional traffic which will exceed the capacity of certain segments of the City's existing circulation system, however, the General Plan requires system improvements which will accommodate expected traffic.

Utilities - Service demands generated by new development could exceed the capacities of existing utilities and disposal systems, however, the General Plan requires conservation and improvement measures in order to minimize impacts.

Institutional Facilities - An increase in the number of City residents could adversely affect the ability of the existing schools and libraries to provide adequate service.

Public Safety - New development will generate additional service demands and impact the ability of law enforcement, fire protection and health care agencies to provide adequate supplies, however, the General Plan requires fees and design review of new development in order to minimize impacts.

Recreation - An increase in the number of City residents would exacerbate the existing low parkland/population ratio and new development could prevent development of proposed recreational trails, however, the General Plan requires land dedication and/or fees in order to minimize impacts.

Biological Resources - Development within or adjacent to areas with a very high or high biological sensitivity could result in the loss of significant vegetation, wildlife and habitats as well as cause a disruption of the area's natural processes, however, the General Plan requires project evaluations in order to minimize impacts.

Visual Resources - Development could obstruct scenic vistas or create a negative image of the City, however, the General Plan requires design review of new development in order to minimize impacts.

Open Space - Development will result in the loss of open space.

Watershed Areas - Erosion, runoff and pollutants associated with new development could adversely affect the City's drinking water supply and Triunfo Canyon's riparian habitat, however, the General Plan requires design review of new development in order to minimize impacts.

Scarce Resources - New development will result in the increased consumption of nonreplenishable energy sources and water, however, the General Plan requires conservation measures in order to minimize impacts.

Air Quality - The additional pollutants generated by new development will further degrade the area's air quality, however, the General Plan requires measures which will minimize emissions.

Geologic, Seismic and Flooding Hazards - New development could expose greater numbers of people to potential geologic, seismic and flooding hazards, however, the General Plan requires technical investigations in order to minimize impacts.

Fire Hazard - New development will expose greater numbers of people to potential fire hazards and increase the incidence of fires, however, the General Plan requires measures to minimize impacts.

Noise - Traffic associated with new development will raise noise levels and expose greater numbers of people to noise, however, the General Plan requires measures to minimize impacts.

### Mitigation Measures

The impacts identified above will be mitigated through the implementation measures listed at the end of each section in the General Plan and identified in Table A. All measures are stated in detail and reflect a commitment to specific actions. They were designed to completely avoid adverse impacts or to mitigate them to the greatest feasible extent, therefore, no additional mitigation measures are recommended.

### Unavoidable Adverse Impacts

The following adverse impacts have been identified as those which can be mitigated but not completely avoided if the General Plan is implemented:

- Loss of significant biological resources.
- Loss of open space.
- Impaction of public recreational facilities.
- Increased traffic.
- Increased noise levels.
- Increased air pollution.
- Increased consumption of nonrenewable resources.
- Impaction of schools.
- Increased fire risk.

Most of these impacts could be avoided only through the complete prohibition of further development in the City. Rather than pursuing this course of action, the General Plan has incorporated land use designations and densities which represent managed growth, and implementation measures designed to limit possible impacts to the least significant level.

## Alternatives

As part of the land use decision process for vacant land, alternative land use decisions and/or densities were considered for each site. Subsequent to determining specific site designations, the overall land use plan was reviewed and revisions made where necessary to achieve consistency with the General Plan's goals and policies. Similarly, a broad range of policies and implementation measures were considered before the final selection was made.

Alternative approaches to the General Plan as a whole include the following:

1. Greater development - Alternatives which would result in greater development than that provided for by the General Plan include conversion of the golf course to commercial uses and the adoption of higher densities on residential properties. This alternative would result in increased jobs, housing and revenues, but higher levels of traffic, noise and air pollution, and greater demands on services and utilities. This alternative was not considered to be consistent with the City's goals of maintaining the City's environment of relatively low-density residential development, its low traffic and noise levels and its valuable visual resources.
2. Less development - Alternatives which would result in less development than that provided for by the General Plan include lower densities on residential properties, the designation of commercial properties with other, less-intense uses and the adoption of hillside standards which restricts development in sloping areas. This alternative would likely result in lower levels of traffic, noise and air pollution, fewer demands on services and utilities and a greater area of the City preserved as open space. Although this alternative may be viewed as being environmentally superior to the General Plan, the fewer jobs, housing units and revenues which would result were not seen as being consistent with the City's goals of providing these.
3. No project - The alternative of "no project" was not considered feasible, as it would be inconsistent with State law.

The General Plan was selected over the first two alternatives because it was found to be most consistent with the City's goals of providing adequate housing, jobs and revenues while maintaining its visual and environmental character of extensive open space, moderate levels of traffic, noise and air pollution, low density residential uses and adequate public and commercial services.

## Short-Term Uses vs. Long-Term Productivity

Long-term environmental impacts associated with implementation of the general plan include an increase in traffic, noise and air pollution, the demand on public services and the use of nonrenewable resources (e.g., energy). However, these effects could be completely avoided only through the maintenance of the City in its present state, which is not considered feasible. None of the impacts identified pose long-term risks to health or safety.

### Significant Irreversible Environmental Changes

Implementation of the General Plan would result in the irreversible alteration of open space and biological resources. Recognizing that growth will occur within the City, however, the Plan's land use designations and policies will provide for types, intensities and locations of development which will accommodate this growth with a minimum of disruption to the environment.

### Growth-Inducing Impact

Implementation of the General Plan will result in a growth-inducing impact in that it allows for the development of a maximum additional 1,581 dwelling units and 2,700,000 square feet (approximate) of commercial and industrial space. This growth is not expected to result in significant adverse environmental impacts, however.

Certain General Plan provisions could have a growth-inducing effect on areas outside of the City. The extension of Lindero Canyon Road in a northerly direction will provide primary access to the North Ranch and Oak Park areas, thereby facilitating their development. Additionally, the extension of services to the southwesterly portion of the City and the improvement of circulation in that area could have the effect of encouraging development in the Carlisle Canyon area.

## APPENDIX B

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# APPENDIX C

## RECREATION SURVEY

1. Are you a member of the General Plan Citizens Advisory Committee?

Yes ☐ 15 No ☐ 0

2. Including yourself, how many members are there in your family who reside at your current address?

1 ☐ 1  
2 ☐ 7  
3 ☐ 3  
4 ☐ 2  
5 ☐ 2  
6 ☐

More than 6 (indicate number)

3. Are there non-family members who reside at your address?

Yes ☐ 1 No ☐ 14

If "yes", how many?

4. Of those who reside at your address, including yourself, indicate the number of people within each age category.

65+ ☐ 6  
35-64 ☐ 19  
18-34 ☐ 7  
12-17 ☐ 9  
6-11 ☐  
Below 6 ☐ 1

5. Indicate which of the following recreational activities in which you or any of the members of your household participate, how frequently, and their location.

Facility/Activity	Location			Frequency of Use					
	City of W.V.	City of T.O.	Other	Once a Week & More Often	2-4 Times a Month	Once a Month	1-11 Times a Year	Never	Don't Know
Reyes Park	x				1		4	6	
White Oak School	x				1		2	8	
Glastonbury Park		x					1	9	
Triunfo Community Park		x		1		1	3	4	1
"Dream" Park (Rt. 33 & Janss Road)		x						8	
Wildwood Park		x					4	6	
Santa Monica Mountains National Recreation Area			x	1			7	2	
Beaches					2		8	1	
Westlake Lake - boating					3		4	4	
Westlake Lake - fishing							5	6	
Equestrian facilities							1	9	
Equestrian trails							1	9	
Tennis - public							2	8	
Tennis - private				2		1	1	7	

Facility/Activity	Location			Frequency of Use					
	City of W.V.	City of T.O.	Other	Once a Week & More Often	2-4 Times a Month	Once a Month	1-11 Times a Year	Never	Don't Know
Golf course				3		1	6	2	
Soccer fields					1		1	9	
Baseball fields							5	5	
Racquetball							3	8	
Handball							1	9	
Football fields							1	9	
Running tracks							3	6	
Parcourses							2	7	
Health clubs & gyms				4	1		1	5	
Bowling							2	8	
Dancing instruction				1			2	7	
Karate instruction							1	9	
Archery Range							1	8	
Ice skating							1	9	

6. List other recreational activities in which you participate.

Jogging (3), Backpacking/Camping (2), Swimming (2), Exercise/  
Weights (2), Skiing (1), Hunting (1), Water Sports (1), Cycling (1),  
Fishing (1)

7. Does your Homeowners Association maintain recreational facilities?

Yes ☐ 7 No ☐ 7

If "yes", what kind of facilities? (please list)

Pool and Spa (2), Volleyball, Paddle Tennis

If "yes", do you use these?

Yes ☐ 6 No ☐

If "yes", how frequently?

Once a week or more ☐ 1  
2 to 4 times per month ☐ 2  
Once a month ☐  
A few times a year ☐ 3

8. What recreational facilities are unavailable or deficient in the City which you would like to see developed? Please list.

Public swimming pool for adults, library, senior citizen center,  
music center, trails, museum, passive parks, softball, tennis,  
passive and active parks

9. Are there any areas of the City which you perceive as needing a local park?

Yes ☐ 5 No ☐ 8

If "yes", please list.

Westlake Canyon Oaks (4)

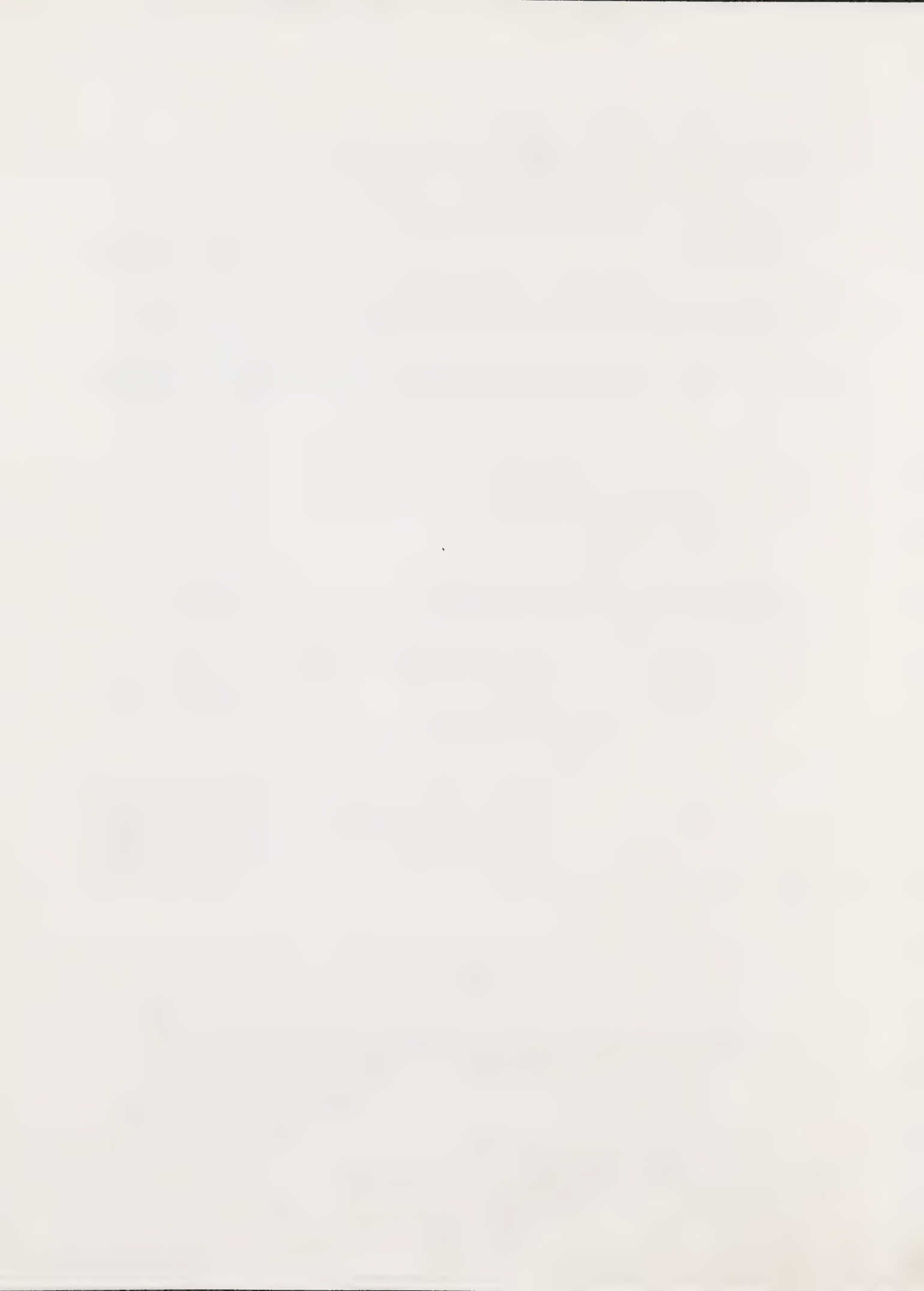
10. Should the City require that developers provide fees or land dedications for recreational uses? Yes ☐ 15 No ☐ 0
11. Should credit for private open space within projects be given against fee/dedication requirements? Yes ☐ 10 No ☐ 4
12. Should the City require fees for the use of playing fields, instructional and recreational programs, and equipment? Yes ☐ 7 No ☐ 7
13. Assuming an available budget of \$1 million, indicate how you would allocate this to the following recreational activities/facilities within the City.

Purchase of land and development for active parks	1
Purchase of land and development for passive parks	5
Improvements to Hedgewall Park	3
Improvements to Reyes Park	2
Development of equestrian trail system in the mountains	6
Maintenance of existing facilities only	4

14. Should the City provide recreational uses at Reyes Park? (picnic area, children's play area, outdoor basketball currently provided) Yes ☐ 8 No ☐ 0

If "yes", what additional uses should be provided?

Softball playing field(s)	Yes <input type="checkbox"/> 10	No <input type="checkbox"/> 0
Soccer playing field(s)	Yes <input type="checkbox"/> 6	No <input type="checkbox"/> 2
Football playing field(s)	Yes <input type="checkbox"/> 6	No <input type="checkbox"/> 2
Community center	Yes <input type="checkbox"/> 7	No <input type="checkbox"/> 3
Tennis court(s)	Yes <input type="checkbox"/> 4	No <input type="checkbox"/> 5





RETURN TO: IGSL

LOAN PERIOD 1 Home Use	2	3
4	5	6

ALL BOOKS MAY BE RECALLED AFTER 7 DAYS.

DUE AS STAMPED BELOW.

U.C. BERKELEY  
SENT ON ILL

MAY 22 2008

1 MONTH LOAN

ILS: DD99  
2M 11-07

UNIVERSITY OF CALIFORNIA, BERKELEY  
Berkeley, California 94720-6000

U.C. BERKELEY LIBRARIES



C124901782



FEDERAL  
CLASP

47055-6 x 9

RETURN TO: IGSL

LOAN PERIOD 1 Home Use	2	3
4	5	6

ALL BOOKS MAY BE RECALLED AFTER 7 DAYS.

DUE AS STAMPED BELOW.

U.C. BERKELEY  
SENT ON ILL

MAY 22 2008

1 MONTH LOAN

ILS: DD99  
2M 11-07

UNIVERSITY OF CALIFORNIA, BERKELEY  
Berkeley, California 94720-6000



# LAND USE PLAN

## RESIDENTIAL

- LOW DENSITY ( 0 -4.0 upa)
- MEDIUM DENSITY (4.1-7.0 upa)
- INTERMEDIATE DENSITY (7.1-10.0 upa)
- HIGH DENSITY (10.0-18.0 upa)
- VERY HIGH DENSITY (18.1-25.0 upa)
- MOBILEHOME
- HILLSIDE
  - SF: Single-Family
  - MF: Multi-Family

## COMMERCIAL

- GENERAL COMMERCIAL
- OFFICE COMMERCIAL
- COMMERCIAL RECREATION
  - GC: Golf Course

## INDUSTRIAL

- BUSINESS PARK

## PUBLIC AND QUASI-PUBLIC

- P PUBLIC
- Pk PARK
- I INSTITUTIONAL
- O OPEN SPACE
- C CEMETERY

- UR URBAN RESERVE

- 485 MAXIMUM PERMITTED UNITS

